

Planning Permit Officer Report

PA2402895: 989-1009 Collins Street, DOCKLANDS



Planning Permit Officer Report
Development Approvals & Design

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Department
of Transport
and Planning

OFFICIAL

Executive Summary



Key Information	Details
Application No.:	PA2402895
Received:	1 May 2024
Applicant:	Lendlease Development Pty Ltd, C/- Urbis Pty Ltd
Architects:	Kennon and Ewert Leaf
Planning Scheme:	Melbourne
Land Address:	989-1009 Collins Street, Docklands (CW4 Victoria Harbour Precinct)
Proposal:	Buildings and works associated with the construction of a residential tower (Collins Wharf 4), associated car parking and public realm works.
Total Site Area:	4,490sqm
Gross Floor Area:	49,857sqm
Floor Area Ratio:	11:1
Development Value:	\$199M
Built form:	29 storeys (97.35m AHD)
Tower Setbacks:	North : 11.8m, West : 6.485m, South: 11.23m, East: 4.0m
Dwellings:	349 dwellings 104 (30% 1 bed), 187 (53% 2 bed), 46 (13% 3 bed), 12 (4% 4 bed)
Parking:	223 Car parks 214 Bicycle and 4 Motorcycle
Zone:	Docklands Zone Schedule 2 (DZ2) Victoria Harbour Precinct Docklands Zone Schedule 7 (DZ7) Waterways
Overlays:	Development Plan Overlay Schedule 3 (DPO3) Victoria Harbour Precinct Design and Development Overlay Schedule 12 (DDO12) - Noise Attenuation Area Design and Development Overlay Schedule 50 (DDO50) Victoria Harbour Precinct, Areas 6 & 7 Parking Overlay Schedule 6 (PO6) Docklands – Victoria Harbour Heritage Overlay – Schedule (HO915) - Victoria Dock, Harbour Esplanade
Why is a permit required?	A permit is required to construct a building or construct or carry out works under the Docklands Zone (DZ2 and DZ7), the Design and Development Overlay (DDO) Schedule 12 (Noise Attenuation Area) and Schedule 50 (Victoria Harbour Precinct).
Referral authorities/ Notice	Melbourne City Council (informal referral) Transport for Victoria (formal Section 55, determining referral authority) Development Victoria (formal Section 55, determining referral authority) Melbourne Water (informal referral) Parks Victoria (formal Section 55, determining referral authority)
Public Notification	The application is exempt from the notice and review provisions of the Planning and Environment Act 1987 under the Docklands Zone and Design and Development Overlays.
Delegates List:	30 September 2024
Recommendation:	Approved subject to conditions discussed in the report and included in Form 4 (Permit)

Subject site

1. The proposed development is located on land that is formally recognised as S45 on Plan of Subdivision 545345 and is not encumbered by any restrictive covenants, agreements, or easements.
2. The subject site is located within the central section of Collins Wharf, which forms a peninsula of reclaimed land surrounded by the Yarra River and connected to the remainder of Docklands to the east (see Figure 1). The Urban Renewal Authority Victoria (Development Victoria) is the sole proprietor of the site.
3. It is identified in the Development Plan as 'Collins Wharf 4' ('CW4') and includes sections of the public realm, such as the adjoining public open space to the east referred to as the 'Community Green', the Collins Street road reserve to the north and the laneway to the west (up to the western kerb). These are yet to be developed.
4. The CW4 future title boundary is rectangular in shape, generally east-west orientation, will have a width of 84 metres and depth of 53.45 metres, encompassing a land area of approximately 4,490 square metres.
5. The majority of the site is largely vacant following on from its previous use in supporting port activities. A concrete hardstand occupies the larger area which is used for storage and car parking. The south-east corner includes a dilapidated wharf structure over the river.
6. An access road referred to as North Wharf Road bisects the Site from east to west.

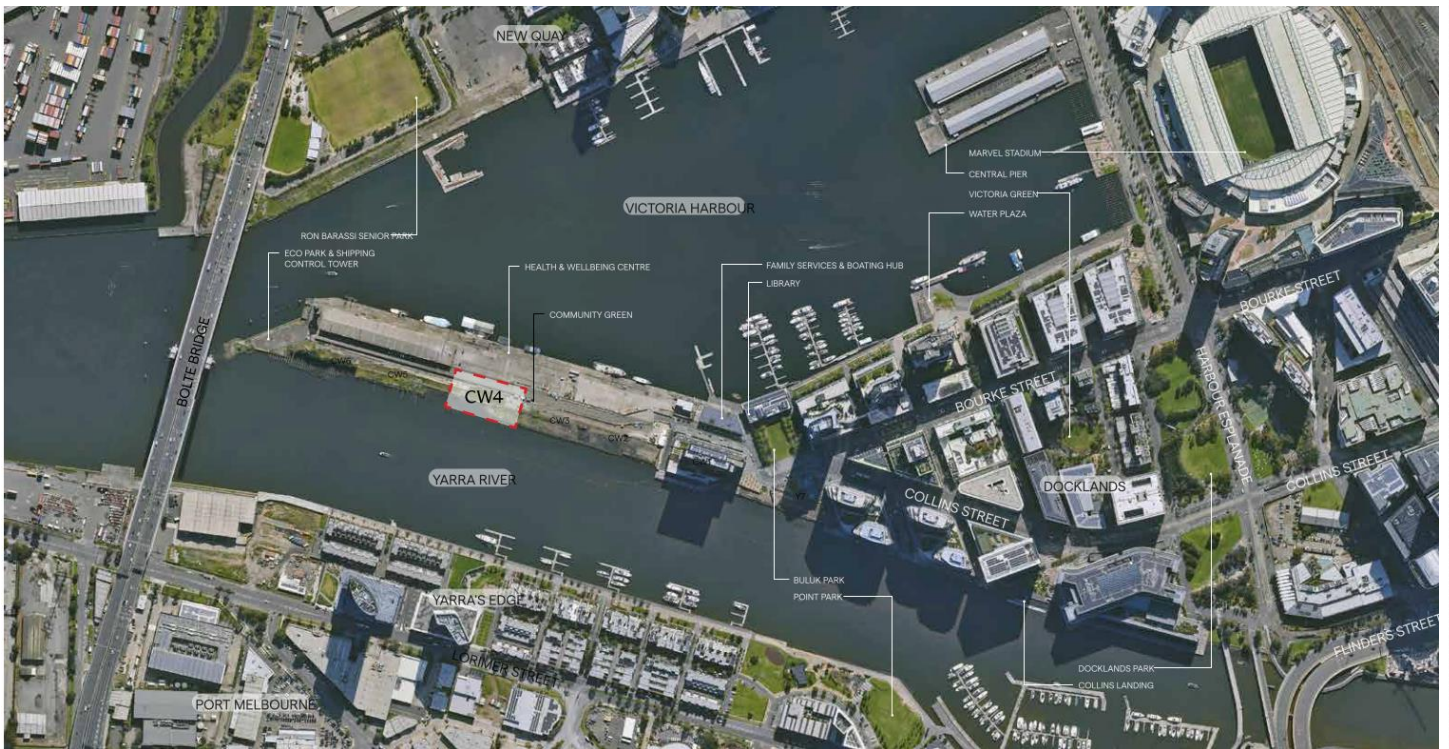


Figure 1: Subject site (Source: Urban Context Report)

Site Surrounds

- North:
7. Immediately north is Victoria Harbour which is occupied by several marinas along its foreshore. On the opposite bank of Victoria Harbour are the Newquay and Waterfront City precincts. These precincts include several apartment buildings with commercial, retail uses at the ground floor level.
 8. To the north-west is Ron Barassi Senior Park which adjoins the Bolte Bridge and the mouth of the Moonee Ponds Creek.



East:

9. Immediately to the east is the remainder of Collins Wharf. The development of Collins Wharf is currently underway as approvals and construction of each building and surrounding infrastructure is sequenced in an east to west direction.
10. Immediately to the east, Planning permit PA1800363 has been issued for the development of Collins Wharf 2 and 3 located at 938 Collins Street in 2020 (see Figure 2). Collins Wharf 2 ('Regatta') will comprise 29 storeys and 341 dwellings whilst Collins Wharf 3 will comprise 27 storeys and 313 dwellings. Construction has commenced for CW2. Construction for CW3 is yet to commence.

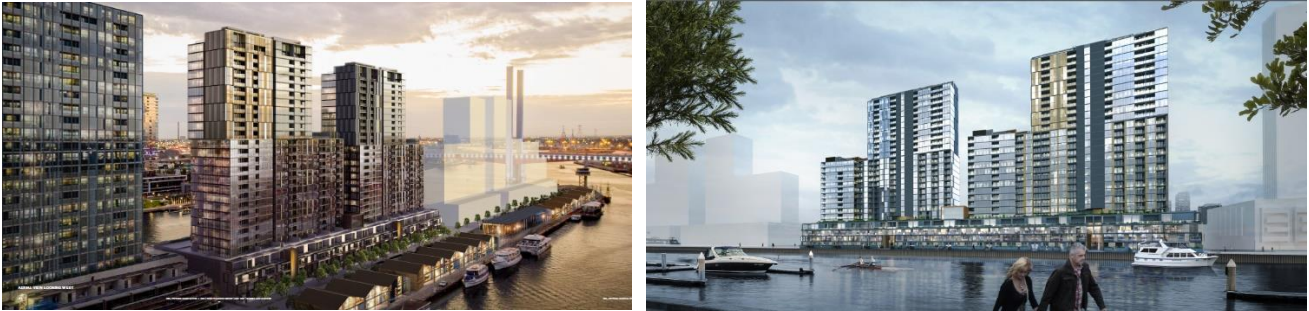


Figure 2: Concept of CW3 & CW4, looking west along Collins Street (left) and from Yarra River Esplanade (right) source PA1800363 officer report

11. Further east, 915 Collins Wharf, a 29 storey building (CW1) comprising dwellings and ground level retail was completed in 2019 (Planning permit PA1500038).
12. Additionally, planning permit TP-2022-604 was issued by the City of Melbourne in May 2023 for a restricted recreation facility and informal outdoor recreation area which aligns with the 'health and wellbeing centre' designated in the Development Plan.
13. Further east is City Quarter. This area includes a range of services and amenities such as Buluk Park and the Library at the Dock.

South:

14. Immediately south is the Yarra River (Birrarung). The river is approximately 160 metres in width in this location. On the opposite bank of the river is the Yarra's Edge precinct comprising contemporary three storey townhouses adjacent the river esplanade. Situated behind the townhouses are two completed residential towers including Tower 10 comprising 30 storeys and Tower 11 comprising 40 storeys. A further mixed-use development was approved at 194-206 Lorimer Street comprising 30 storeys.

West:

15. Immediately to the west is the remainder of Collins Wharf which is undeveloped. Planning application PA2402894 is currently before the Minister for two towers (CW5 and CW6). These will be 29 storeys (99.34m AHD) and 17 storeys (61.814m AHD), respectively.



Figure 3: CW5 and CW6 (Planning application PA2402894 currently under consideration)

16. Further west is the Bolte Bridge, which is a freeway bridge that forms part of CityLink. The adjacent span crosses the Yarra River and continues in a southerly direction through Fishermans Bend. The bridge is approximately 40 metres in width and the central pylons stand west of the far westerly point of Collins Wharf.

17. The development is proposed to be as follows:

- The proposal area extends to the north kerb of Collins Street, east boundary of the Community Green and the west kerb of Dock Lane.
- CW4 will comprise the construction of a multi storey residential development (Collins Wharf 4), 16-29 storeys, comprising 349 dwellings and associated facilities (with a GFA of 49, 857sqm), an adjoining Community Green to the east, Dock Lane to the west and a section of Collins Street.
- The development will have a street wall height of 4 storeys and overall height of 29 storeys (89.820m or 92.22m, including plants). The tallest central volume has a maximum building height of 29 storeys, while the lower-rise eastern volume has a maximum building height of 16 storeys.
- Tower setbacks will be, from the North : 11.8m, West : 6.485m, South: 11.23m, East: 4.0m (see Figure 3).
- The development will be separated 20 metres from the neighbouring tower at CW5 (to the west) and 35 metres from the tower at CW3 (to the east), separated by the Community Green.

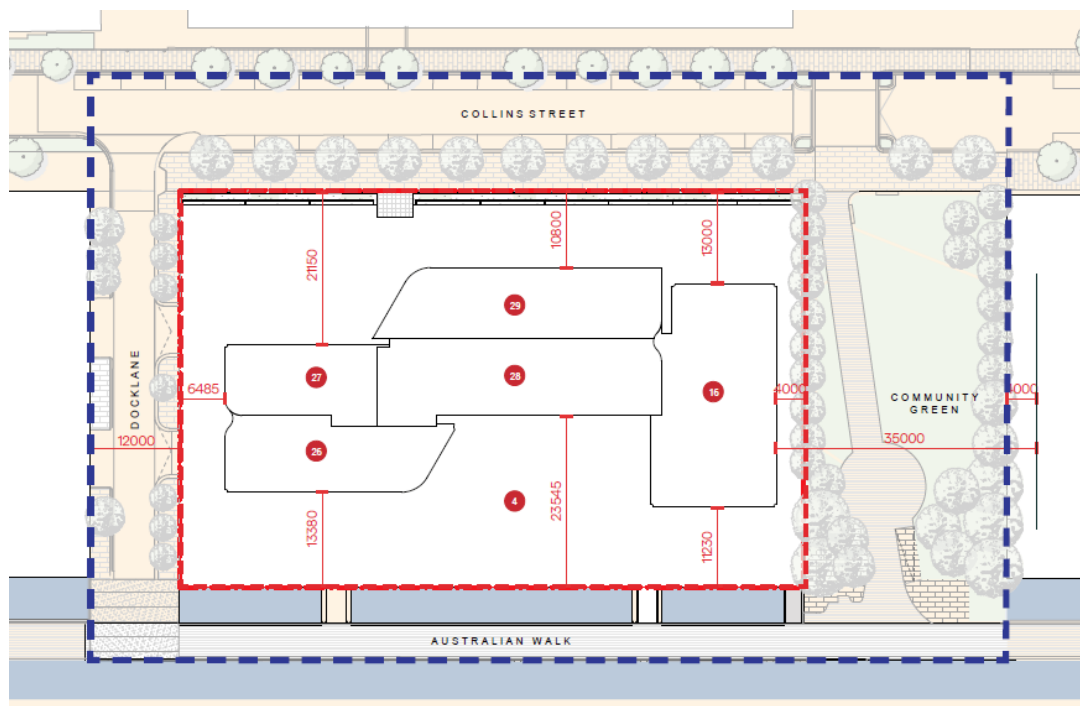


Figure 4: Proposed development- public realm works, layout, heights and setbacks

- Specific details of the development proposal are as follows:
 - 349 dwellings will comprise 104 or 30% 1 BDR, 187 or 53% 2 BDR, 46 or 13% 3 BDR, 12 or 4% 4 BDR.
 - Communal facilities will comprise of:
 - Ground floor: Residential lobby comprising concierge, lounge and mail room.
 - Level 4: podium rooftop: A series of communal terraces (480sqm).
 - Level 4 & 5: Dining/lounge/kitchenette and co-working space (246 sqm).
 - Level 16: A communal seatings area (58 sqm).
 - 223 car parks across the ground floor and podiums levels 1 to 3. Vehicle access to the car park is provided from Dock Lane to the west, away from the primary frontage to Collins Street.
 - 214 bicycle spaces will be provided across the ground floor and podiums levels 1 to 3, comprising 179 resident spaces and 35 visitor spaces. Bicycle access to the building is provided via a dedicated entrance from Dock Lane to the west.
 - 4 motorcycles on levels 1 to 2.

Public realm

- Australian Walk – a 5.5m wide public promenade separated from the southern edge of the building by a 5.7m wide passage of water. The promenade will be a shared zone for cyclists and pedestrians and also provide access for small vehicles. An additional landing will connect into Dock Lane for through pedestrian and bicycle access. Gangways are proposed to connect the site to Australian Walk.

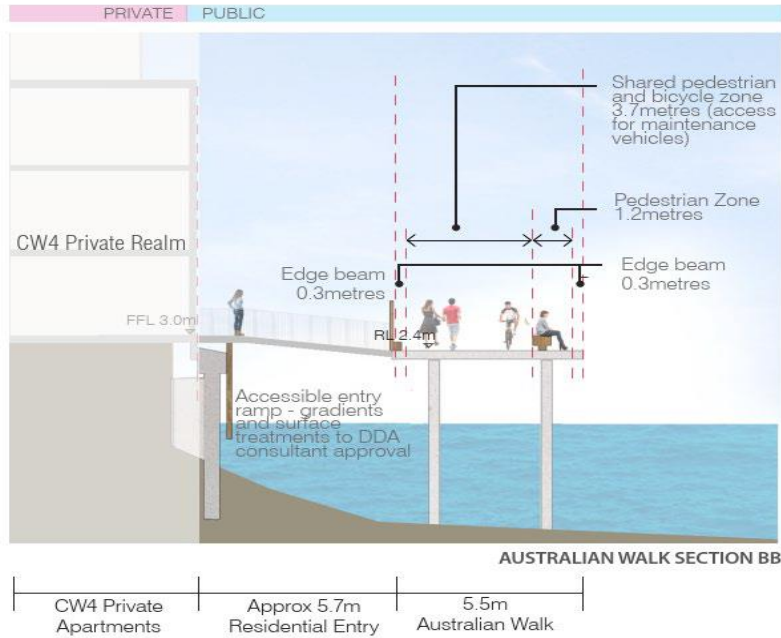


Figure 5: Australian Walk cross section

- Dock Lane – a 12m wide road reserve (6m wide carriageway) running along the western boundary of the site, will provide vehicle and service access to the development. This development will deliver 8.8m of this width with the remainder to be provided by CW5.

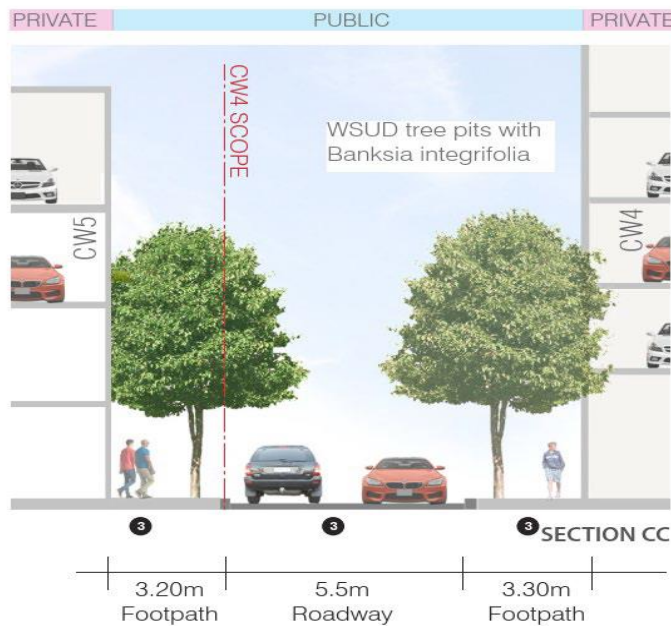


Figure 6: Dock Lane cross section



- Extension of Collins Street – a 19m wide road reserve (10.4m wide carriageway) tree lined street, with parallel parking along both sides of the street to the north-east along the frontage of the site.

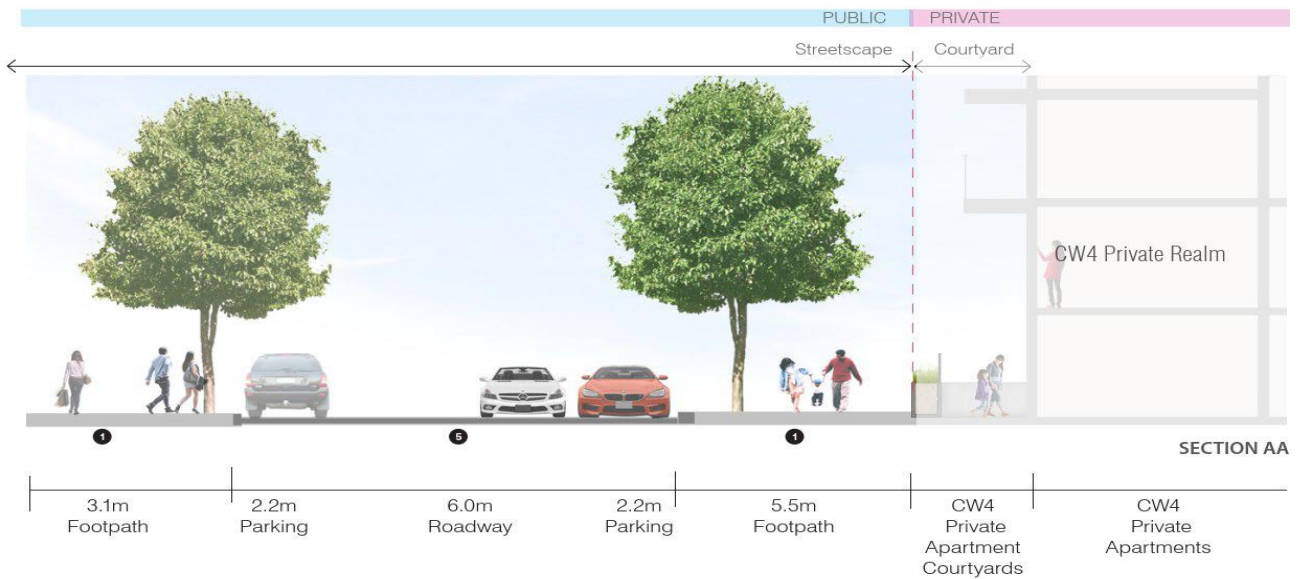


Figure 7: Collin Street cross section

- Community Green – a community garden is proposed along the eastern boundary of the site (35m wide). It will comprise a pedestrian link connecting Collins Street and Victoria Harbour to Australian Walk and the broader proposed Greenline project. The Community Green will comprise an open lawn area, framed by canopy trees to the east and west lining the residential interfaces and seating areas. The Community Green will be delivered following the construction of the tower.

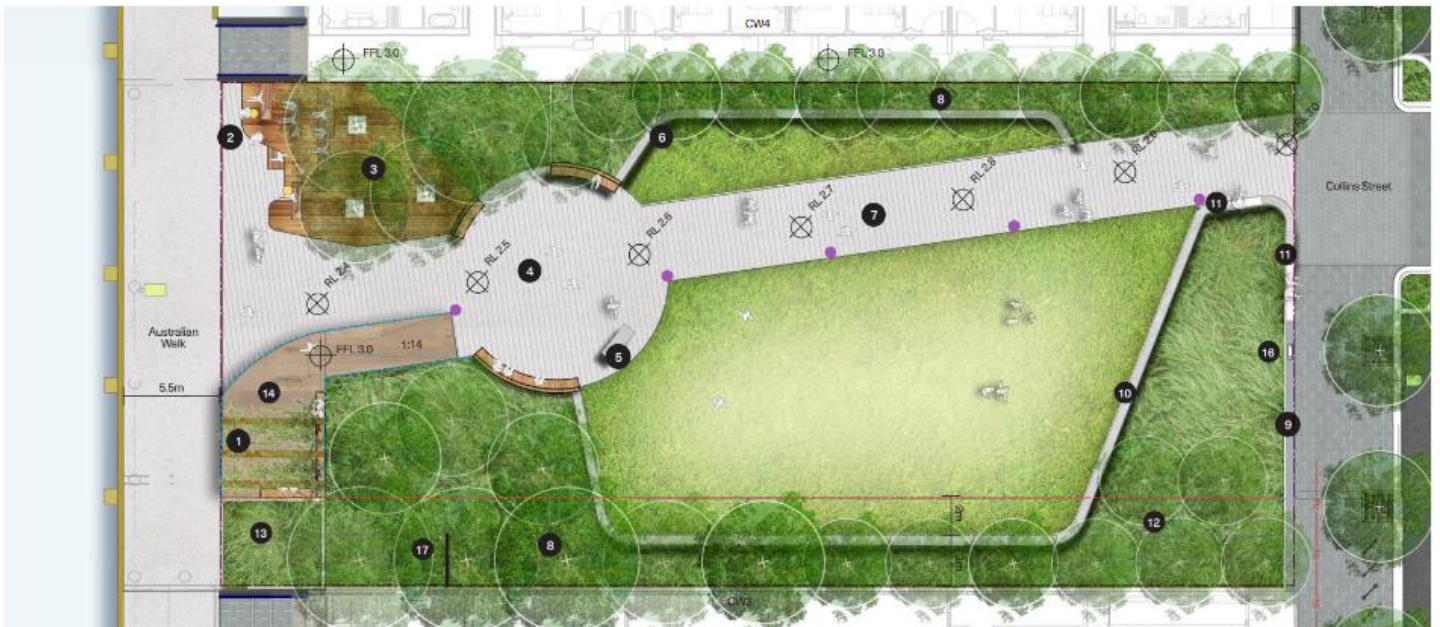


Figure 8: Community Green- concept



Artists' impressions of the proposal



Figure 9: View of Australian Walk and Community Green interface (looking northwest)



Figure 10: Australian Walk and Community Green (looking south)



Figure 11: Community Green interface (looking southwest)

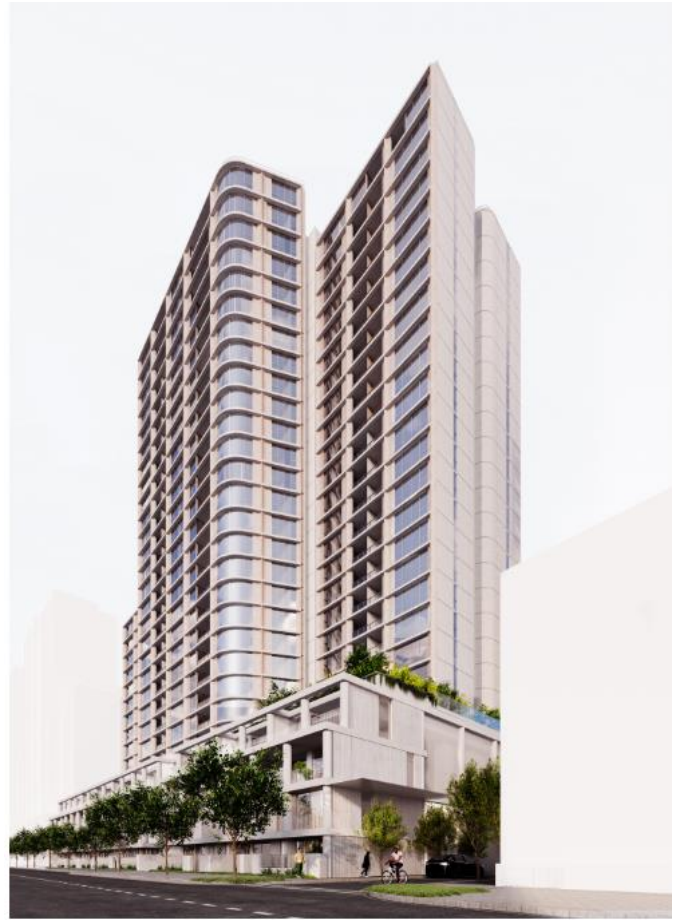


Figure 12: Dock Lane interface - looking southeast



Planning Policy

18. The planning principles set out under the Planning Policy Framework (PPF) are to be used to guide decision making on planning proposals across the state. The following policies are considered relevant to this application.

Municipal Planning Strategy

19. The following objectives and strategies of the Municipal Strategic Statement of the scheme are relevant to the proposal:

Clause	Description
02.01	Context
02.02	Vision
02.03-1	Settlement
02.03-4	Built environment and heritage
02.03-5	Housing
02.03-7	Transport
02.03-8	Infrastructure
02.04	Strategic Framework Plans

Planning Policy Framework

20. The following objectives and strategies of the Planning Policy Framework of the scheme are relevant to the proposal:

Clause 11	Settlement
Clause 11.01-1S	Settlement
Clause 11.01-1R	Settlement – Metropolitan Melbourne
Clause 11.03-1R	Activity centres
Clause 11.03-6L-03	Docklands
Clause 13	Environmental Risks and Amenity
Clause 13.05	Noise
Clause 13.05-1S	Noise Abatement
Clause 13.06	Air Quality
Clause 13.06-1S	Air Quality Management
Clause 13.07	Amenity and Safety
Clause 13.07-1S	Land Use Compatibility
Clause 13.07-1L-03	Land Use Compatibility
Clause 14.02	Water
Clause 14.02-1S	Catchment Planning and management
Clause 15	Built Environment and Heritage
Clause 15.01	Built Environment



Clause 15.01-1S	Urban Design
Clause 15.01-1R	Urban Design – Metropolitan Melbourne
Clause 15.01-1L-04	Urban Design
Clause 15.01-1L-05	Urban Design outside the Capital City Zone
Clause 15.01-2S	Building Design
Clause 15.01-4S	Healthy Neighbourhoods
Clause 15.01-4R	Healthy Neighbourhoods – Metropolitan Melbourne
Clause 15.01-5S	Neighbourhood Character
Clause 15.03	Heritage
Clause 15.03-1L-02	Heritage
Clause 15.03-2S	Aboriginal Cultural Heritage
Clause 16	Housing
Clause 16.01	Residential Development
Clause 16.01-1S	Housing Supply
Clause 16.01-1R	Housing Supply - Metropolitan Melbourne
Clause 16.01-2S	Housing Affordability
Clause 18	Transport
Clause 18.01-1S	Land use and Transport Integration
Clause 18.01-1L	Land use and Transport Integration
Clause 18.02	Movement Networks
Clause 18.02-1S	Walking
Clause 18.02-2S	Cycling
Clause 18.02-2R	Cycling- Metropolitan Melbourne
Clause 19	Infrastructure
Clause 19.03-3S	Integrated Water Management
Clause 19.03-3L	Integrated Water Management (Water Sensitive Urban Design)

Statutory planning controls

21. A planning permit is triggered for the proposal pursuant to:

Docklands Zone – Schedule 2 (Victoria Harbour Precinct) (Clause 37.05)

- Pursuant to Clause 37.05-4 a permit is required to construct a building or construct or carry out works, and to demolish or remove a building or works. An apartment development must meet the requirements of Clause 58.
- Pursuant to Clause 4.0 of Schedule 2 to the zone, it is prohibited to construct a building which would cast a shadow across the south bank of the Yarra River between 11.00 am and 2.00 pm on 22 June, excluding mooring poles, marinas and gangways.
- The use of a 'dwelling' is a Section 1 Use, as long as it is not located on Central Pier. As the proposal is not located on Central Pier, the proposed use does not require a permit.

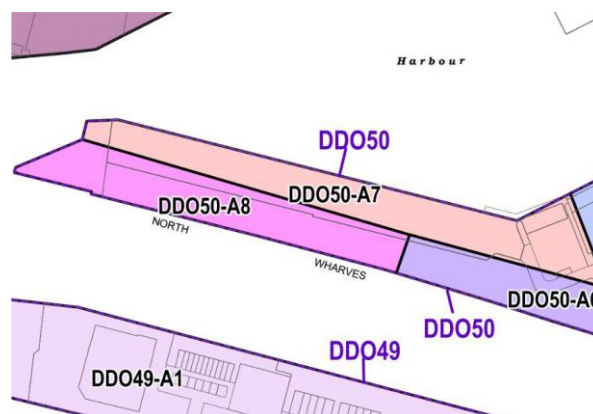
- Notwithstanding the above, pursuant to Clause 37.05-8, before a sensitive use (residential use, child care centre, pre-school centre, primary school, education centre or informal outdoor recreation) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, a certificate of environmental audit must be issued for the land, or an environmental auditor must make a statement that the conditions of the land are suitable for the proposed use. The permit applicant has requested that this requirement is addressed by a condition on the planning permit.

Design and Development Overlay – Schedule 12 – Noise Attenuation Area)

- Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works.

Design and Development Overlay – Schedule 50 – Victoria Harbour Precinct

- Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works.



- The subject site falls within two designated areas under this Overlay, each with differing preferred built form outcomes, as follows:

Area 7 (the northern portion): maximum building height of 15 metres with the exception of one building not exceeding 25 metres at the eastern portion of this area. 6.5 metre wide waterfront promenade (with an average width of 15 metres at the eastern end).

Area 8 (the western portion): maximum building height of 35 metres. 6.5 metre wide waterfront promenade.

- A permit is required to construct a building or to construct or carry out works if the requirements above are not met. Given the proposed height of the tower exceeds these requirements, a permit is required. It is noted that the development standards are discretionary.

Development Plan Overlay – Schedule 3 – Victoria Harbour (Clause 43.04)

- Pursuant to Clause 43.04-2 a permit granted must be generally in accordance with the development plan and include any conditions.

Parking Overlay – Schedule 6 (Docklands – Victoria Harbour)

- Pursuant to Clause Schedule 6 to Clause 45.09 a permit is required to provide car parking spaces in excess of the maximum number specified in the Table.

Heritage Overlay – Schedule (HO915) - Victoria Dock, Harbour Esplanade, Victoria Harbour Promenade, North Wharf Road, Docklands Drive and Newquay Promenade, Docklands)

- Pursuant to Clause 43.01 a permit is required to demolish or remove a building and for buildings and works. The works proposed in this application is not located within the HO.

Car Parking (Clause 52.06)

- Pursuant to Clause 52.06-3 a permit is required to provide more than the maximum parking provision specified in a schedule to the Parking Overlay.
- Plans prepared in accordance with Clause 52.06-8 must meet the design standards of Clause 52.06-9, unless the responsible authority agrees otherwise.

Bicycle Parking (Clause 52.34)

- Pursuant to Clause 52.34-2 a permit may be granted to vary, reduce or waive the bicycle requirements.

Plan Melbourne

22. Plan Melbourne 2017-2050: Metropolitan Planning Strategy (Department of Environment, Land, Water and Planning, 2017) outlines the long term plan to manage growth in the city and suburbs to the year 2050. It seeks to integrate long-term land use, infrastructure and transport planning, and in doing so, meet the city's future environmental, population, housing and employment needs. The Docklands is a major urban renewal precinct identified in Plan Melbourne. The following are relevant:
- Direction 1.1: Create a city structure that strengthens Melbourne's competitiveness for jobs and investment.
 - Policy 1.1.1: Support the central city to become Australia's largest commercial and residential centre by 2050.
 - Policy 1.1.2: Plan for the redevelopment of major urban renewal precincts in and around the central city to deliver high quality, distinct and diverse neighbourhoods offering a mix of uses.
 - Direction 2.2: Deliver more housing closer to jobs and public transport.
 - Policy 2.2.1: Facilitate well designed, high density developments that support a vibrant public realm in Melbourne's central city.
 - Direction 2.5: Provide greater choice and diversity of housing.
 - Policy 2.5.1: Facilitate housing that offers choice and meets changing household needs.
 - Direction 4.3: Achieve and promote design excellence.
 - Policy 4.3.1: Promote urban design excellence in every aspect of the built environment.

Relevant Strategic Documents

Victoria Harbour Collins Wharf Development Plan 2017

23. The Victoria Harbour Collins Wharf Development Plan 2017 (Development Plan 2017) is relevant to the proposal. The vision for Victoria Harbour is to:
- Enhance Melbourne's reputation as a global destination by creating a contemporary, sustainable and thriving urban waterfront community for a diverse range of residents, workers and visitors.
24. The project objectives that inform the Development Plan 2017 for Collins Wharf are:
- Continue the creation of an urban environment that is responsive, complementary and well connected to central Melbourne.
 - Develop an urban place of distinctive characters that provides safe and equitable access to a diverse range of residents, workers and visitors.
 - Extend the urban waterfront experience along Victoria Harbour with accessible waterfront promenades, augmented with residential uses, mixed use / SOHO enterprises and open space / community uses.
 - Accommodate a diversity of uses including residential accommodation, mixed use /SOHO activities, recreational pursuits and public uses in a range of innovative building typologies and public spaces.
 - Locate human and community services in Collins Wharf that respond to the needs of the population.
 - Deliver a project that is commercially flexible to market conditions.
 - Create a contemporary and innovative environment that responds to micro-climatic influences and sets new benchmarks in sustainable design.
25. Key elements of the Development Plan of relevance to the planning permit application are discussed in the 'Assessment' section below.

Referrals

26. The application was referred to the following authorities. Their comments are as follows:

Authority	Referral/Notice	Position
Transport for Victoria	Section 55 Referral- Determining	No objections
Development Victoria	Section 55 Referral- Determining	Conditional support
Parks Victoria	Section 55 Referral- Determining	Conditional support
Melbourne City Council	Informal referral	Objection
Melbourne Water	Informal referral	Conditional support
DTP Urban Design	Informal referral	Conditional support
DTP 3D Team	Informal referral	No objections
OVGA	Informal referral	Did not provide comments

Melbourne City Council

27. The Melbourne City Council have provided informal comments and do not support the proposal on the following grounds:

Building massing and height:

- The proposed massing and building height splits for CW4 and CW5 significantly depart the built form outcomes sought by the Development Plan.
- The taller forms in each tower are too broad in relation to the lower forms, resulting in the towers presenting as one large form, creating a wall-like effect, in contrast to the Development Plan which seeks substantial breaks in form. A reduction in the height of the taller forms for both towers is required to provide a more evenly proportionate split as anticipated by the Development Plan. This would also ensure the tower volumes taper down towards the Bolte Bridge.
- The increase in overall mass and yield beyond that anticipated under the Development Plan is not supported by any commensurate benefit (i.e. increased housing supply, improved public realm).
- The extent of additional mass has significant impacts on the usability of the open space located between CW4 and CW5 which directly relate to departure of the anticipated massing as developed and approved through the Development Plan process.

Lack of commercial uses:

- Variations to the Development Plan have previously been approved on the northern side of the wharf with the expectation that future stages would incorporate commercial at ground floor.
- It is acknowledged that the applicant has provided supporting information stating that retail spaces are not viable. However, there is still opportunity to provide adaptable commercial spaces (particularly within CW4 and CW6) that are not retail to enable Collins Wharf to be developed as a mixed use precinct as anticipated by the Development Plan.

Wind impacts and mitigation:

- The submitted wind assessment outlines that the proposed form, which significantly departs from the Development Plan, requires extreme mitigation measures to be located within the public realm, particularly community green which is subject to further design approval, to achieve the extent of open space required by the Development Plan. It is noted that the community green could not be accepted by Council ownership or taken into its management if the open space were encumbered as shown in the RFI documentation.
- The wind tunnel testing for CW4 does not appear to have included CW5/6 (and vice versa).

Australia Walk:

- The City of Melbourne expects the Yarra Wharf promenade to have a minimum width of 6.5 metres in accordance with the Design and Development Overlay – Schedule 50 and to assist the delivery of a high quality public realm.

Planning Officer response

28. An analysis and discussion on a number of issues raised are discussed in this report. Where DTP is in agreement with Council, changes have been required as conditions on the approval.

Development Victoria

29. Development Victoria does not object to the granting of a planning permit and have not recommended any conditions to be added to the permit.

Planning Officer response

30. No comments

Transport for Victoria

31. Transport for Victoria (TfV) does not object to the granting of a planning permit and have not recommended any conditions to be added to the permit.

Planning Officer response

32. No comments

Parks Victoria

33. Parks Victoria noted that whilst the extent of the Yarra Walk located within the DZ7 was unclear, it was supportive of a public promenade along the northern side of the Yarra River, consistent with the Victoria Harbour Collins Wharf Development Plan 2017 (approved 18/08/2017). Parks Victoria did not object to the granting of a planning permit subject the inclusion of the following conditions:

- a) Prior to the commencement of Yarra Walk works associated with Stage CW4, a waterway sediment and litter management plan must be prepared to the satisfaction of the Responsible Authority and Parks Victoria and approved by the Responsible Authority. The plan must be based on hydrographic and bathymetric modelling and identify responsibilities and actions required to maintain this section of the waterway as an attractive waterfront for the life of the proposed Yarra Walk.
- b) The Sediment and Litter Management Plan required in the above condition must be implemented to the satisfaction of the Responsible Authority.

Planning Officer response

34. The conditions stated above will be included as conditions on any approvals. Yarra Walk reference will be corrected to Australian Walk, as shown on the plans.

DTP Urban Design Team

35. DTP Urban Design Team has reviewed the application and provided the following comments:



Tower bookends to be designed in the round

Tower facade ‘bookends’ must be sufficiently designed to read in the round. East and west tower bookends have been simplified and diminished in material quality to a solid concrete treatment which is not supported. Reinstate material detail and extruded horizontal slab edges to ensure the building reads ‘in the round’.

We recommend the previous iteration is reinstated.



Light weight materials to upper levels (balustrades)

We recommend the integration of lighter-weight upper-level elements, such as steel fin balustrades to upper-level balconies, to instil a sense of domesticity to the upper levels. This will unify the design language of both the upper and lower forms of the building into one cohesive piece. We recommend finer grained elements are adopted to the lower component of CW4 (see right, highlighted in blue).

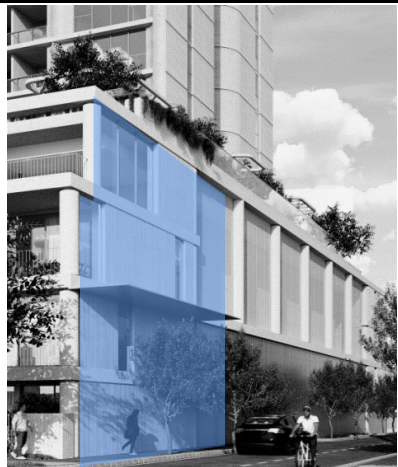
This issue was highlighted within pre-application discussions and within the RFI and remains outstanding.




Residential land-uses to sleeve the Dock Lane interface

Ensure dwellings wrap the Dock Lane interface. The incorporation of several windows does not go far enough in reading the building façade as ‘residential’ on the Dock Lane interface.

We recommend further wrapping dwellings around the Dock Lane corner, including the provision of windows and balconies to provide passive surveillance and secondary outlook to the dwellings.



Planning Officer response



Conditions of permit (included as part of Condition 1) will require a number of modifications to provide a response to the issues raised. The below conditions are considered to appease key urban design concerns and provide for a greater sense of activation along Dock Lane:

- a) Provision of at least one window on each level to the western elevation of the northwestern townhouse from Ground to Level 3 with direct outlook to Dock Lane.
- b) Provision of at least one window on the western elevation of the southwestern apartment at Ground with direct outlook to Dock Lane.
- c) Revised internal layout to the southwestern corner apartment from Levels 1-3 to include a terrace and at least one window with direct outlook to Dock Lane.
- d) Provision of additional habitable spaces at Level 3 at the northern and southern ends with direct outlook to Dock Lane (and any associated reduction and relocation of car/bicycle parking spaces, accessway or services).
- e) Provision of glazing or other visually permeable treatment to the bicycle storage area adjacent Dock Lane.

DTP 3D Team

36. DTP's 3D Team has reviewed the application and submitted 3D model and have provided shadow diagrams to demonstrate that the proposal will not cast a shadow across the south bank of the Yarra River between 11.00 am and 2.00 pm on 22 June, excluding mooring poles, marinas and gangways.

Planning Officer response

37. This is satisfactory and discussed in the latter part of this report.

Melbourne Water

38. Melbourne Water provided the following information/advice: .

Sea Level Rise flooding

39. The site has been identified as subject to flooding as a result of storm surge/tidal inundation associated with Sea Level Rise (SLR). The predicted year 2100 1% Annual Exceedance Probability (AEP) flood level for tidal storm surge is 2.4 metres (m) to Australian Height Datum (AHD). This assumes a SLR of 0.8m on the existing 1.6m to AHD level by the year 2100.

The applicable flood level for the site is 2.40m AHD

40. Finished Floor Levels (FFLs) for buildings should be at least 600mm above the applicable 2100 1% AEP flood level of 2.4m to AHD.

Lower Yarra River

41. Melbourne Water has undertaken modelling for this catchment which considers increased rainfall intensity due to climate change. The flood level for this property by the year 2100 is estimated to be 2.27 metres to Australian Height Datum (AHD). Please note that the applicable flood level at the site remains at 2.40m AHD.


Floor Levels

42. Melbourne Water advises that the minimum requirement of 600mm above the 2100 year flood level of 2.4m AHD to a level of 3m AHD is the highest applicable floor level requirement at the subject site, thus this level is adopted for setting minimum floor levels for any new buildings.

Flood Risk

43. Given the proximity to the Yarra River and therefore potential vulnerability to Sea Level Rise and Climate Change flooding for the year 2100, Melbourne Water advises a Flood Risk Management Plan be prepared for the development site.

Proximity to Yarra River

- 
44. Given the extensive works proposed in close proximity, it is recommended a Site and Environment Management Plan for both during and post construction measures be prepared and submitted for the development site.

Planning Officer response

28. It will be required as a condition on any approval that Finished floor levels for all buildings must be set at a minimum of 3.0 metres to Australian Height Datum and all access roads / paths as well as wharf structures must be set at least at flood level of 2.4 metres to Australian Height Datum.
45. A flood risk management to address Sea Level Rise and Climate Change flooding for the year 2100 will not be required as this will not be a sudden event (like flooding due to heavy rain) but one that will be occur over time giving the residents even time to address the issue or to leave the development safely.
46. A Site and Environment Management Plan will not be required to be provided. A condition will require that a Construction Management Planis provided.

Public Notification

47. The application is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the *Planning and Environment Act 1987* pursuant to the following provisions:
- Under the provisions of the Docklands Zone – Schedules 2 and 7, the Design and Development Overlay – Schedules 12 and 50.



Strategic Direction and Land Use

Key considerations

Some of the key considerations in the assessment of this proposal are:

- *Is the proposal consistent with the relevant planning policy?*
- *Is the proposal consistent with the purpose of the Docklands Zone 2 and other overlays and particular provisions that affect the site?*
- *Is the proposal generally in accordance with the approved Development Plan?*
- *Does the proposal provide an appropriate design response to existing conditions, built form that interface the development?*
- *Does the proposal provide appropriate level of public realm and landscaping?*
- *Does the development provide adequate response to wind conditions, weather protection, light and shade and overshadowing?*
- *Does the proposal provide a reasonable level of internal amenity?*
- *Is the proposal representative of Environmentally Sustainable Development?*
- *Is the provision of car parking and bicycle parking appropriate?*
- *Are the proposed access, loading and waste arrangements appropriate?*
- *Does the proposal provide a net community benefit?*
- *Does the proposal have regard to flooding implications?*
- *Will the development be constructed in stages?*
- *Is the site environmentally sound for a sensitive land use?*
- *Does the application trigger a Cultural Heritage Management Plan?*

Consistency of the proposal with the relevant planning policy

Municipal Planning Strategy

48. The proposal is consistent with the Vision of the Melbourne Planning Scheme which is to facilitate a city for people; a creative city; a prosperous city; a city of knowledge; an eco-city; and a connected city. The proposal is consistent with the housing direction that supports a diversity of housing types that will be located in an area (Docklands) that is well connected to existing infrastructure such as road and public transport networks and bicycle paths.

Planning Policy Framework

49. The planning policy framework encourages sustainable growth and development of Victoria. It seeks development of sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities. It encourages form and density of settlements that supports healthy, active and sustainable transport, limit urban sprawl and direct growth into existing settlements and promotes and capitalises on opportunities for urban renewal and infill redevelopment (clauses 11.01-1S and 11.01-1R).
50. Clause 11.03-6L-03 relates to Docklands where the site is located and seeks to:
- Provide a waterfront place of character and quality in which to live, work and visit.
 - Encourage innovative, viable development built to the highest design and environmental standards.
 - Strengthen Docklands relationship with the Hoddle Grid and the Yarra River Corridor.
51. The site is located within the Victoria Harbour in the Docklands. Docklands is one of Victoria largest urban renewal areas which is strategically located, in proximity to Southern Cross Station, the Hoddle Grid, the tram network, public boat berthing points and the full range of services and facilities provided in the central city and Docklands.
52. The Planning Policy Framework encourages appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail provision, delivers diversity in housing supply, to meet existing and future needs, and integrates transport and infrastructure planning.



53. The proposal will contribute development of local significance and achieve a high standard of design. The proposal will provide a high quantum of and diverse form of housing in proximity to the work, cultural and social venues and existing infrastructure.
54. The proposal is broadly in accordance with the development plan that applies to the site. On balance, the layout of the development achieves an acceptable outcome, as it presents to Collins Street extension, Dock Lane, Community Green and appropriately responds to these public realm interfaces in terms of its form, scale and program.
55. The provision of balconies to dwellings along all interfaces will increase activation, vibrancy and offer passive surveillance and will enhance the safety and amenity of the public realm. The development will be provided with central entry points that are legible, with good levels of passive surveillance alongside Australian walk and Collins Street extension.
56. The proposed development also aligns with transport policy by providing safe access and egress for the public, relying on the use of existing roads for pedestrian and cyclist access. The site is afforded with excellent access to sustainable, alternative modes of transport, and provide no on-site car parking, seeking a modal shift to sustainable alternatives.
57. In all, the proposal will:
 - Increase the supply of housing in an existing urban renewal area, on underutilised land, in an area that offers excellent access to services and transport. In particular, the development will provide urban renewal on a site that has been vacant for some time and logistically difficult to build on given the costs associated with building on the wharf.
 - Increase the supply of housing in the Docklands, and extension to the capital city, an area that offers excellent access to services and transport in accordance with clauses.
 - Create visually interesting, good quality architecture and urban design, contributing to the design vision for the Docklands and the public realm in accordance with Clauses 15.01-1S and 15.01-2S.
 - Provide street interfaces and that will provide a pleasant and safe pedestrian experience for users of the public realm in accordance with Clauses 15.01-1S and 15.01-4S.
 - Provide cycling infrastructure and an adequate supply of bicycle parking spaces to encourage sustainable transport in accordance with Clause 18.02-1S.
 - Facilitate the long-term retention and stabilisation of the wharf structures, as well as the necessary remediation works to allow for the redevelopment of the site.
 - Provide the Community Green, Dock Lane and extension to the Australian Walk and Collins Street that will provide a pleasant pedestrian experience and surveillance and safety for users of the public realm.
58. A Stormwater Management Plan prepared by Stantec dated 17 July 2024 has been submitted with the application. This report satisfactorily addresses the requirements of Clause 19.03-3L for stormwater management.

Consistency of the proposal with the purpose of the Docklands Zone 2 and other overlays and particular provisions that affect the site

Zoning

Docklands Zone – Schedule 2 (Victoria Harbour Precinct) (Clause 37.05)

59. The purpose of the Docklands Zone (DZ2) has been considered and it is noted that the proposed development will provide a residential use within a mixed-use environment and the surrounding physical infrastructure and community services.
60. A permit is required to construct a building or construct or carry out works, and to demolish or remove a building or works but not for a use as a 'dwelling'. Notwithstanding the above, pursuant to Clause 37.05-8, before a sensitive

use (residential use, child care centre, pre-school centre, primary school, education centre or informal outdoor recreation) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, a certificate of environmental audit must be issued for the land, or an environmental auditor must make a statement that the conditions of the land are suitable for the proposed use. This will be required as a condition on any approval.

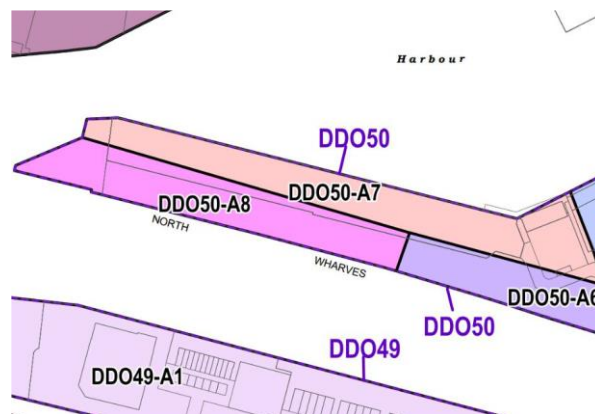
61. An apartment development must meet the requirements of Clause 58. An assessment against clause 58 is included in the appendix to this report and further discussed in the latter part of this report.
62. Pursuant to Clause 4.0 of Schedule 2 to the zone, it is prohibited to construct a building which would cast a shadow across the south bank of the Yarra River between 11.00 am and 2.00 pm on 22 June, excluding mooring poles, marinas and gangways. This is discussed in the latter part of this report.

Design and Development Overlay – Schedule 12 – Noise Attenuation Area)

63. Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works. Any new development that will accommodate new residential uses must be designed and constructed to include noise attenuation measures, be fitted with ducted air-conditioning (if within 400 metres of the centre point of the Docklands Major Sports and Recreation Facility) and have external glazing and doors and the air conditioning or ventilation system designed by a recognised acoustic consultant. This is discussed in the latter part of this report.

Design and Development Overlay – Schedule 50 – Victoria Harbour Precinct

64. Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works.



65. The subject site falls within two designated areas under this Overlay, each with differing preferred built form outcomes, as follows:

Area 7 (the northern portion): maximum building height of 15 metres with the exception of one building not exceeding 25 metres at the eastern portion of this area. 6.5 metre wide waterfront promenade (with an average width of 15 metres at the eastern end).

Area 8 (the western portion): maximum building height of 35 metres. 6.5 metre wide waterfront promenade.

66. A permit is required to construct a building or to construct or carry out works if the requirements above are not met. Given the proposed height of the tower exceeds these requirements, a permit is required. It is noted that the development standards are discretionary. This is discussed in the latter part of this report.

Development Plan Overlay – Schedule 3 – Victoria Harbour (Clause 43.04)

67. Pursuant to Clause 43.04-2 a permit granted must be generally in accordance with the development plan and include any conditions. This is analysed in the latter part of this report.

Parking Overlay – Schedule 6 (Docklands – Victoria Harbour)

68. Pursuant to Clause Schedule 6 to Clause 45.09 a permit is required to provide car parking spaces in excess of the maximum number specified in the Table. In accordance with Section 3 of the Schedule, a maximum rate of 2 car parking spaces to each dwelling is specified. This equates to a maximum car parking rate of 698 spaces. The



proposal will provide a total of 223 spaces which is significantly below the maximum number specified. This is discussed in the latter part of this report. Up to 304 is envisaged in the DP

Heritage Overlay – Schedule (HO915) - Victoria Dock, Harbour Esplanade, Victoria Harbour Promenade, North Wharf Road, Docklands Drive and Newquay Promenade, Docklands)

69. Pursuant to Clause 43.01 a permit is required to demolish or remove a building and for buildings and works.

Car Parking (Clause 52.06)

70. Pursuant to Clause 52.06-3 a permit is required to provide more than the maximum parking provision specified in a schedule to the Parking Overlay. Plans prepared in accordance with Clause 52.06-8 must meet the design standards of Clause 52.06-9, unless the responsible authority agrees otherwise. This is discussed in the latter part of this report.

Bicycle Parking (Clause 52.34)

71. Pursuant to Clause 52.34-2 a permit may be granted to vary, reduce or waive the bicycle requirements. Clause 52.34-3 requires a provision of 1 bicycle parking space to each 5 dwellings for residents and 1 bicycle parking space to each 10 dwellings for visitors. The proposal triggers a requirement for a minimum of 70 resident spaces and 35 visitor spaces (total of 105). The proposal will provide 214 bicycle parking spaces and, therefore, does not require a permit under Clause 52.34. This is discussed in the latter part of this report.

Consistency of the proposal with the Victoria Harbour Collins Wharf Development Plan 2017

72. Below is a detailed assessment of the proposal against the Victoria Harbour Collins Wharf Development Plan 2017 (DP)

DP requirement	Design response
<p><u>Urban Structure</u></p> <ul style="list-style-type: none"> Establish urban structure and form that is generated by the geometry of the harbour and the Yarra River meeting the extension of the city grid. 	<ul style="list-style-type: none"> Collins Street extension will be orientated to align with the wharf form and will create a legible street network, allowing for provision of efficient development blocks (CW4-CW6 inclusive). The siting of the development will reinforce key view corridors, linking open spaces, river to harbour and open spaces to water. The development will incorporate wind mitigation strategies to create pleasant streets and public realm.
<p><u>Public realm</u></p> <ul style="list-style-type: none"> Establish Collins Street as the primary connector of all the key public spaces and parks. Create an open space network that suits the density and scale of the site by providing public space every 200 to 300 metres. 	<ul style="list-style-type: none"> The development will reinforce Collins Street’s role as a primary connector to the city centre for Dock Lane as well as the primary connector of all the key public spaces and parks. Collins Street extension will be designed to allow shared access to vehicles, pedestrians and cyclists, and will allow for activity on the streets by future mixed use, by provision of scaled footpaths and narrow carriageways to facilitate crossings, where appropriate. The development will provide a hierarchy of open spaces that vary in scale and use to meet the needs of the community. The Community Green will be located immediately to the east of CW4, with an area of 1570sqm, above the requirements of the DP (1,400sqm).



Figure 13: Community Green

- The proposal will provide a 19m wide Collins Street (below) in accordance with Figure 6.2.7 of the DP.

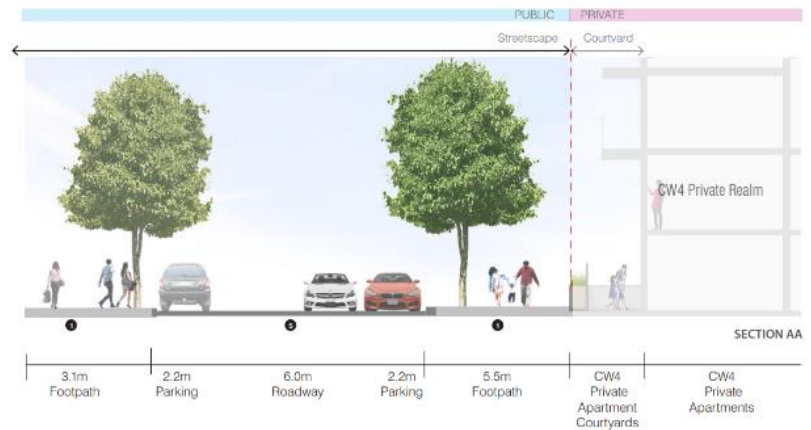


Figure 14: Collins Street cross section

- Figure 6.2.9 of the DP seeks the provision of a 12 m wide laneway between CW4 and CW5. The proposal will provide an 8.8m wide width for Dock Lane, 3.2m to be provided from CW5 and a 5.5m wide shared zone for cyclists and pedestrians (as below).
- The Australian Walk will be a 5.5 metre wide shared zone for cyclists and pedestrians and will provide access for small service vehicles limited to a proposed 10km/h speed limit. The publicly accessible ramps will provide access to waterfront homes from Australian Walk. The DP calls for a 6.5m wide promenade. This will not be imposed Planning Permit PA1800363 approved a reduced promenade of 5.5m for CW2 and CW3 and this is a continuation of that Walk.

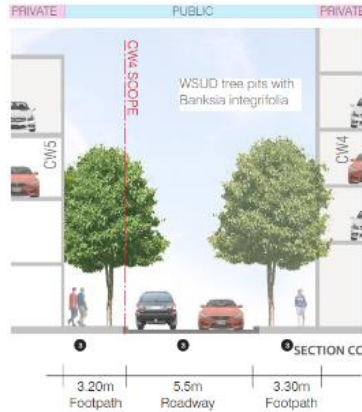


Figure 15: Dock Lane cross section

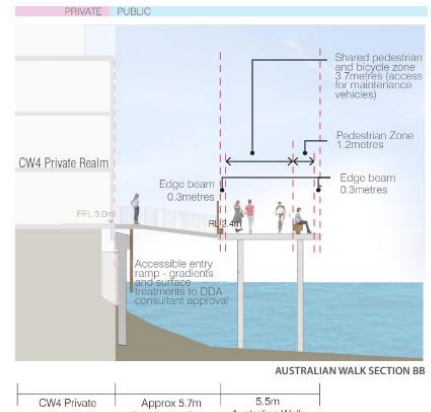


Figure 16: Australian Walk cross section

Land use

- Create a vibrant place where people live, work and recreate throughout the day and into the evening by incorporating a mix of uses.
- Design built form to be flexible to accommodate different uses over time.

- The DP envisages a Gross Floor Area (GFA) of 38,100sqm for CW4, a building height of 82m and 304 apartments and car spaces, all discretionary.
- The proposal will have a GFA of 49,857sqm. This is higher than what is envisaged for the site, however considered to be generally in accordance with the DP given the proposal largely fits within the 'building envelopes'. A building height of 89.820m (excluding plants) is proposed. This considered to be generally in accordance with the DP. Provision of 349 apartments is slightly higher but considered to be generally in accordance with the DP. Car parking provision is lower at 223 car spaces but considered to be generally in accordance with the DP.

Land ownership

The DP envisages:

- The Collins Street terraces along the southern side of Collins Street and buildings CW-02 to CW06 (including podiums) are on freehold and Strata titled.
- Buildings along the north-side wharf are on Volumetric title (encompassing the built form from the surface of the northern structural deck level and above).
- The public realm is to be formally vested in Council as Road or Reserve as appropriate on Plan of Subdivision to the satisfaction of Melbourne City Council. All wharves and promenade structures are to remain as part of the abutting Crown Land Reservation, with the surface and airspace of these areas vested in Council.

- This application is not for subdivision. However, any permit granted for CW4 and adjoining public realm will ensure that conditions will be included to retain these areas as Road or Reserve, as appropriate on Plan of Subdivision to the satisfaction of Melbourne City Council and vested with Council. Further, a condition will require that all wharves and promenade structures will remain as part of the abutting Crown Land Reservation, with the surface and airspace of these areas vested in Council.

Built form

- Establish appropriate built form that responds to the existing ground conditions, environmental factors, historical context, market demand and contextual relationships to central Melbourne, the Yarra River and Victoria Harbour.
- Massing, Height and tower setbacks.
- Solar access and shadow - overshadowing of the south bank of the Yarra River is prohibited between 11am and 2pm in winter.

- The CW4 design response generally suits Collins Wharf context and location through scale and typologies. Further finesse to the materiality and characteristics will be required. The development will create an appropriate scale and legibility at street level by creating sightlines along streets and frontages, public spaces and promenades.

Massing and height

- The DP envisages a built form of 3 levels of podium and spilt towers with heights of 15 levels(50m) and 26 Levels (82m), with approximately 50/50 split. A 4 level of podium and spilt towers with heights of 16 levels (55.46m, excluding plants) and up to 27 Levels (89.820m (excluding plants)) is considered to be generally in accordance with the DP. The massing is approximately 65/35 when viewed from



the north and south. When viewed from the east and west, due to the generous setbacks provided (see tower setbacks below), the massing is drastically reduced and the massing continues to be generally in accordance with the DP.

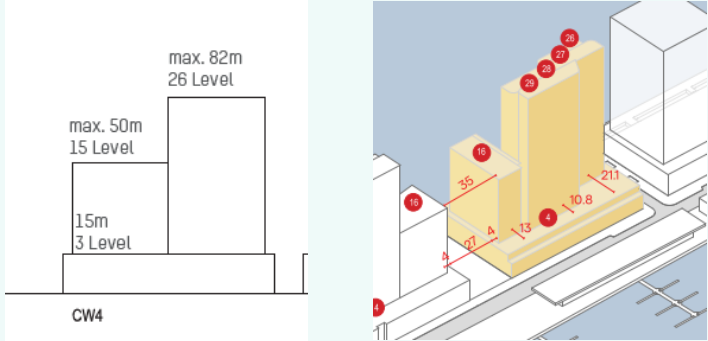
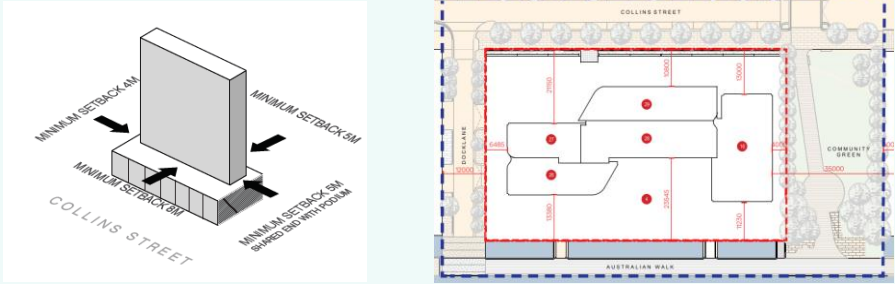


Figure 17: Development Plan vs proposal

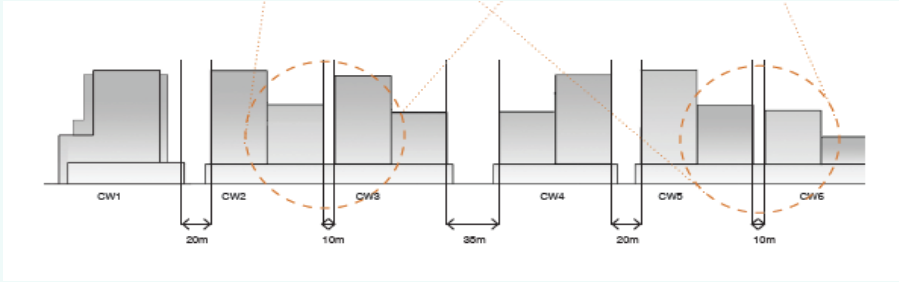
Tower setbacks



- The proposal will set the tower back 10.80-21.15m (instead of 8m), 4m from the east (consistent with the DP), 6.485m from the west (instead of 5m) and 11.23-23.545m from the south (instead of 5m). The tower setbacks are larger than what the DP requires. The proposal uses this technique to elongate the building which increases aspect of the dwellings to the water views while addressing the mass issues envisaged by the DP.

Building separation

- The proposal (CW4) will maintain a 35m separation from CW3 and 20m from CW5 (12m wide laneway and 4m setback, 4m setback to be provided by CW5), as envisaged by the DP.



Community facilities

- Provide human services and community facilities to increase activation and safety within the public realm and develop strong ties within the community

- Consistent with these ambitions, this proposal will locate the Community Green adjacent to CW4, connecting to the waterfront. The proposal will have a direct interface with the future Health and Wellbeing Centre (HW Centre).

Access



- Provide convenient connections to public transport infrastructure including tram, taxi and water taxi options
- Create a connected pedestrian and cycle path network linking Collins Wharf through Victoria Harbour to adjacent Docklands precincts, central Melbourne and beyond
- Integrate Collins Wharf into central Melbourne by connecting to the existing City and regional road network.
- The proposal will retain easy access to Collins Street tram terminus and Southern Cross Station to enable high usage by residents, workers and visitors to the site.
- The proposal will cater for east-west pedestrian movements prioritise pedestrian spaces and paths and provide public access to the water's edge by way of promenades.
- The proposal will strengthen the connection between central Melbourne and water by the extension of the Collins Street further into the site.

Relationship with water:

- Enable public access to both Victoria Harbour and the Yarra River, creating a focus for the western precinct of the City and celebrating the site's historic maritime past.
- The development layout will provide visual and physical connections from the Yarra River to Victoria Harbour via laneways and pedestrian links and provide public access to the water's edge by way of promenades.

Sustainability

- Set a world class benchmark for inner urban renewal developments, achieving a balance between the environment, economic drivers and the needs of the community.
- Conditions on any approval will ensure that the development will implement Water Sensitive Urban Design (WSUD) strategy through incorporation of WSUD tree pits in roadways to achieve best practice stormwater quality improvements.

Design response to existing conditions and built form that interface the development

73. The proposal is one of the five towers proposed for Collins Wharf, CW2 (Regatta) and CW3 (Ancora) have been approved and CW2 is due to commence construction shortly. CW2 will comprise 29 storeys CW 3 will comprise 27 storeys, sitting atop a shared 4 storey podium.

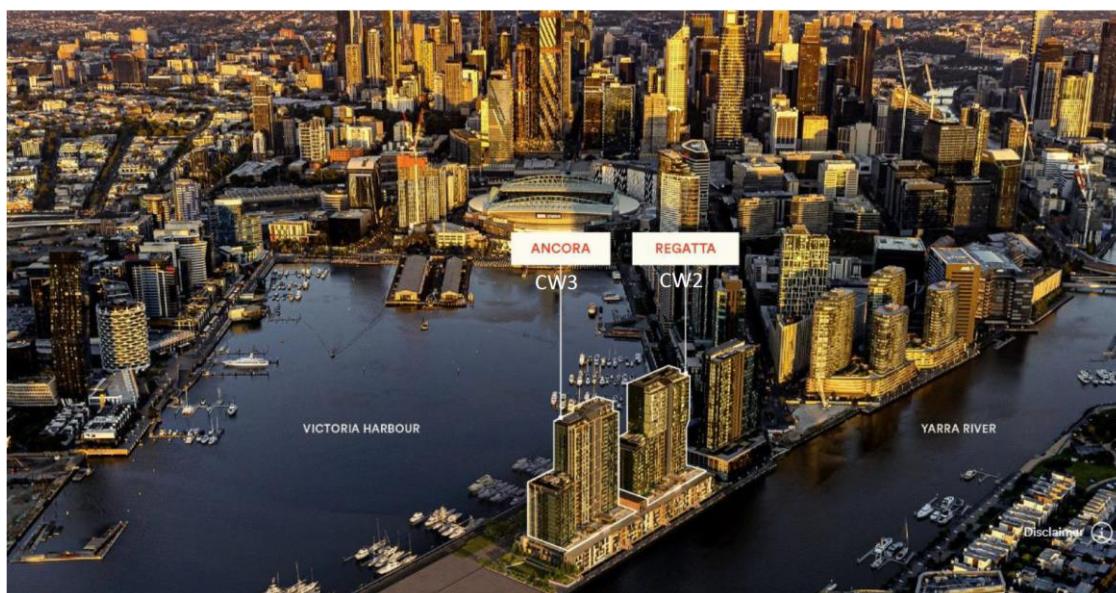


Figure 18: CW2 and CW3 looking east towards Collins Street



Figure 19: CW2 and CW3 concept image from the Yarra River Esplanade

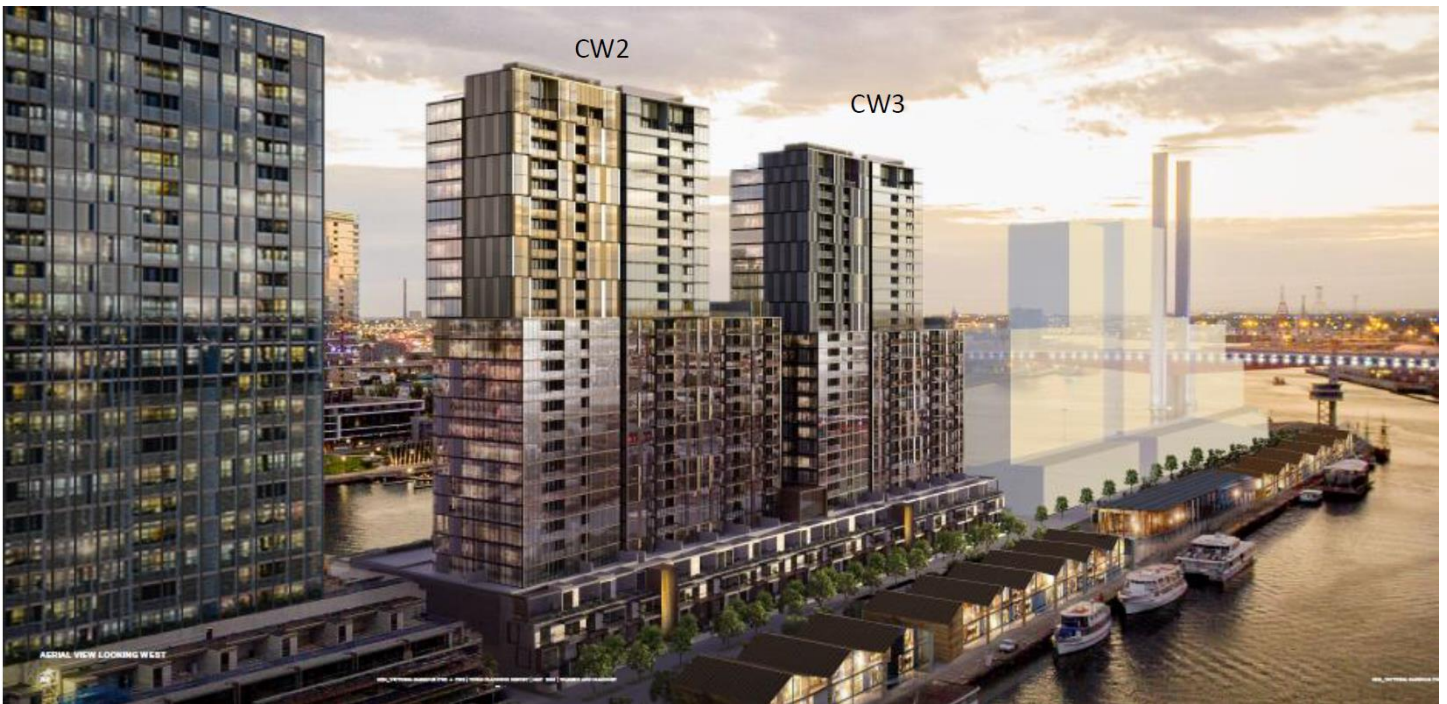


Figure 20: CW2 and CW3 looking west along Collins Street

Podium and overall height

74. While the proposed height of CW4 exceeds the discretionary heights stipulated in the DP and Design and Development Overlay Schedule 50 (Victoria Harbour Precinct), the overall height/massing is considered appropriate in this context given:

- The proposed 4 level podium and spilt towers with heights of 16 levels (55.46m, excluding plants) and up to 27 Levels (89.82m (excluding plants)) provide consistency and reference to the prevailing height and character of buildings in this precinct and only slightly exceed the heights outlined in the Development Plan.
- The overall height/massing will provide an appropriate level of visual interest and break in form across the length of the Collins Wharf peninsula (discussed below).

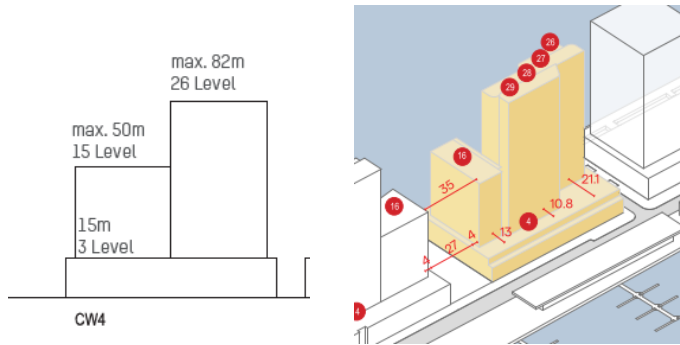
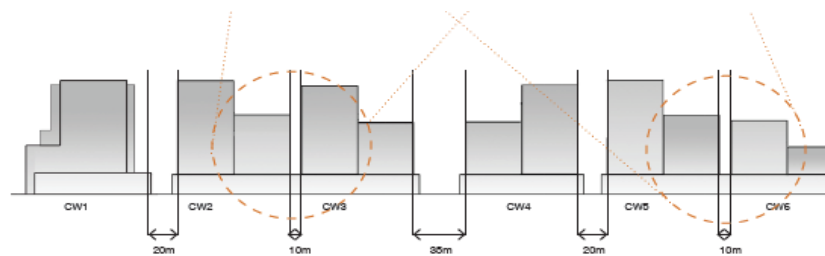


Figure 21: Development Plan vs proposal

75. It is further argued that the proposal is also consistent with the approved built forms in the vicinity (CW2 and CW3), both in terms of 4-storey podium heights and the overall heights of 27 and 29 storeys.

Building separation

76. As discussed earlier, the proposal (CW4) tower will maintain a 35m separation from CW3 tower and at least 20m from CW5 tower (12m wide laneway and 4m setback, 4m setback to be provided by CW5), as envisaged by the DP.



Massing and setbacks

77. As noted earlier, the height distribution and massing are approximately 65/35 when viewed from the north and south. However, the development compensates for this massing by providing generous setbacks to the towers from the north and south (see tower setbacks below). The footprint of the towers and therefore massing of these towers are drastically reduced.

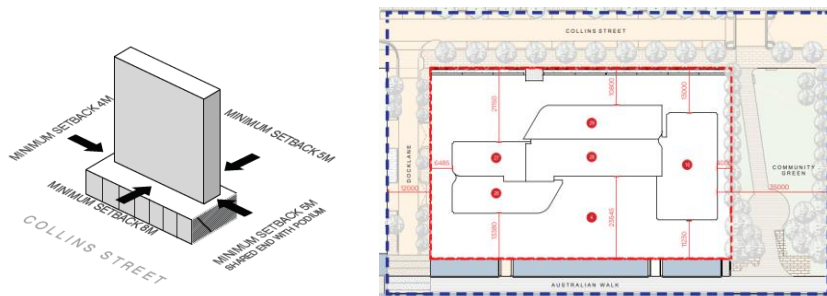


Figure 22: Tower setbacks - required vs proposed

78. In terms of setbacks, the proposal will set the tower back 10.80-21.15m (instead of 8m), 4m from the east (consistent with the DP), 6.485m from the west (instead of 5m) and 11.2-23.5m from the south (instead of 5m). The increased



setbacks from the north and south are welcomed as they help reduce the bulk of the development when viewed from the east and west.

79. The massing shift from 50/50 to 65/35, is visible when the proposal is viewed from the north or south, in isolation (see Figure 23). However, when viewed in the context of the recently approved developments in Yarra's Edge and Fishermans Bend, this change has little impact on the skyline (see Figure 24). This is also the case when viewed from oblique angles.



Figure 23: 50/50 mass split (top image) and 65/35 mass split (second image) when viewed in isolation from the north



Figure 24: 50/50 mass split (top image) and 65/35 mass split (second image) when viewed amongst approved developments from the north

Overall Architectural Design

80. The overall design of the building is considered satisfactory. The Urban Design Team state that the east and west tower bookends have been simplified and diminished in material quality to a solid concrete treatment and ask that the material detail and extruded horizontal slab edges be reinstated, to ensure the building reads 'in the round' (see Figure 25).



Figure 25: Material detail and extruded horizontal slab edges be reinstated in the book ends

81. Further the Urban Design Team recommend the integration of lighter-weight upper-level elements, such as steel fin balustrades to upper-level balconies, to instil a sense of domesticity to the upper levels and to help unify the design language of both the upper and lower forms of the building into one cohesive piece. They also recommend use finer grained elements to the lower component (highlighted in Figure 26 in blue below).
82. The applicant has agreed to a number of conditions in the façade strategy to address these issues. DTP are supportive of these and consider them to provide an appropriate level of flexibility to provide a better sense of domesticity to the upper levels and finer grained elements to the lower component:
 - a) Tower façade, East and west tower 'bookends' provided with variation in material detail and additional articulation such as extruded horizontal slab edges to ensure the building reads 'in the round'.
 - b) Integration of lighter-weight upper-level elements such as balustrade detailing to upper-level balconies (to instil a sense of domesticity to the upper levels) and incorporation of finer grained elements to the lower levels of the tower to unify the design language of the building into one cohesive piece.



Figure 26: Light weight material and finer grain elements required



Figure 27: Dock Lane interface to read as residential

83. The Urban Design Team recommend that residential land-uses sleeve the Dock Lane interface so that the building façade reads as 'residential' on the Dock Lane interface. They recommend further wrapping dwellings around the



Dock Lane corner, including the provision of windows and balconies to provide passive surveillance and secondary outlook to the dwellings round' (see Figure 27). Conditions recommended include:

- a) *The following condition will be imposed to rectify this issue: Provision of windows to the northwestern wall at Ground to Level 3 and at Ground to Level 4 for southwestern wall so that these dwellings/tenancies have an outlook to Dock Lane, and/or provision of direct access of these dwellings/tenancy to Dock Lane, where possible.*
 - b) *Provision of multi storey dwellings (over Levels 1-3, similar to Townhouse typology), having a direct interface to and entrance from Dock Lane, one adjacent to the northwestern dwelling and one adjacent to the southwestern dwelling (and any associated reduction and relocation of car/bicycle parking spaces, accessway or services).*
84. On further discussion with the applicant, the provision of further dwellings providing direct access to Dock Lane was highly problematic due to the level differences of the internal car park. Given these restrictions, the applicant has agreed to alter the layout of a number of dwellings on the western corners of the podium to better orientate balcony spaces and to extend floor area (bedroom or living area with windows) along Dock Lane. They have also agreed to providing a more transparent interface to the ground floor bike parking area.
85. A draft plan was provided to DTP with the following wording for Condition 1, should a permit issue. These changes have been accepted and are considered to provide an appropriate level of activation along the upper levels of the podium:
- c) Provision of at least one window on each level to the western elevation of the northwestern townhouse from Ground to Level 3 with direct outlook to Dock Lane.
 - d) Provision of at least one window on the western elevation of the southwestern apartment at Ground with direct outlook to Dock Lane.
 - e) Revised internal layout to the southwestern corner apartment from Levels 1-3 to include a terrace and at least one window with direct outlook to Dock Lane.
 - f) Provision of additional habitable spaces at Level 3 at the northern and southern ends with direct outlook to Dock Lane (and any associated reduction and relocation of car/bicycle parking spaces, accessway or services).
 - g) Provision of glazing or other visually permeable treatment to the bicycle storage area adjacent Dock Lane.

Materials and finishes

86. The development will be constructed of predominantly concrete, with vertical metal fill and spandrel, lightweight, non-load bearing infill wall, powder coat aluminium framing, and laminated and toughened clear glazing. Subject to conditions recommended earlier, this is considered satisfactory.

Public realm and activation and landscaping

87. As discussed earlier in this report, this proposal will deliver the surrounding Collins Street Road reserve, the Australian Walk promenade, a portion of the laneway to the west of the building and the remainder of the Community Green to the east of the tower. The proposal will deliver:
- A 19m wide, Collins Street extension will be designed to allow shared access to vehicles, pedestrians and cyclists, and will allow for activity on the streets by future mixed use, by provision of scaled footpaths and narrow carriageways to facilitate crossing, where appropriate.
 - An 8.8m wide width for Dock Lane, 3.2m to be provided from CW5 and a 5.5m wide shared zone for cyclists and pedestrians.
 - The Australian Walk, which will be a 5.5 metre wide shared zone for cyclists and pedestrians and will provide access for small service vehicles. The publicly accessible ramps will provide access to waterfront homes from Australian Walk.
 - A hierarchy of open spaces that vary in scale and use to meet the needs of the community, in addition to the provision of the remainder of the Community Green, located immediately to the east of CW4, with an area of 1570sqm.

88. The development will have a direct interface and an acceptable level of activation with Collins Street extension, The Australian Walk and the Community Green.
89. The proposal is designed so that the dwellings have a direct interface with the public realm and offer passive surveillance at the ground and upper levels. The car park area located within the podium will be sleeved to maximise active frontages to the public realm to the north, east and south (green dotted lines demonstrate active frontages below, true for the western wall, only with conditions imposed) .

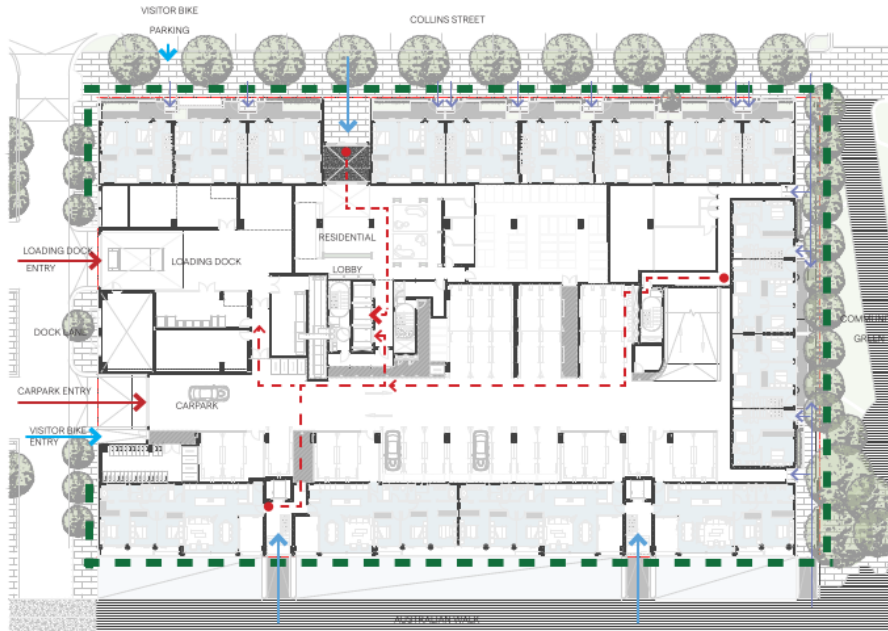


Figure 28: Active frontages at ground plane

90. The podium levels of the development will however not have an appropriate active interface to Dock Lane. The western elevation of the development (podium levels) will be provided with perforated metal facades along, required to facilitate natural ventilation to the car park. Whilst this is accepted, this undermines the role of Dock Lane. The DP envisages this Lane, approximately 60 in length, as a shared zone rather than a service lane.

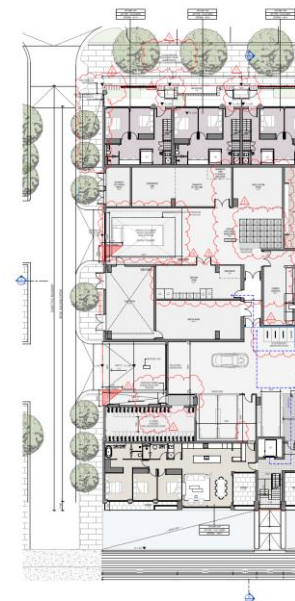


Figure 29: Dock Lane Interface

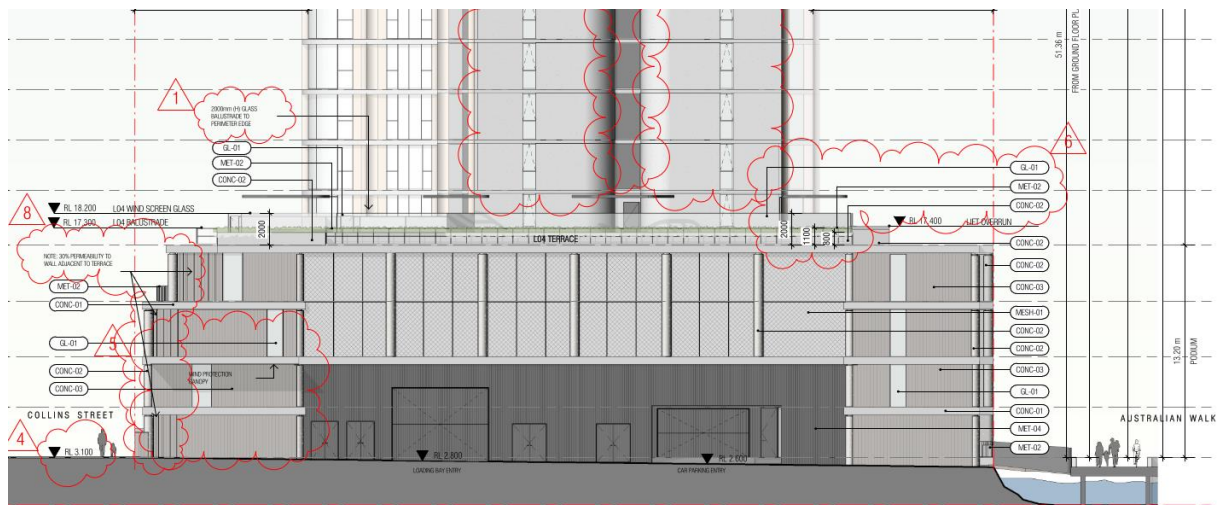


Figure 30: Dock Lane Interface

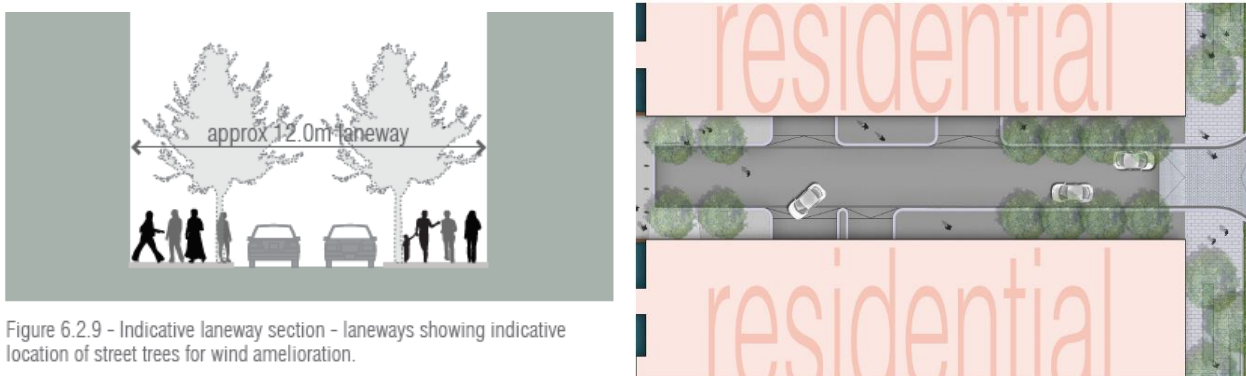


Figure 6.2.9 - Indicative laneway section - laneways showing indicative location of street trees for wind amelioration.

Figure 31: Lanes as envisaged by the DP

91. There are opportunities to provide activation to Dock Lane, by providing outlook from corner dwellings onto Dock Lane or by placement of new dwellings with direct access to Dock Lane. It will be required as conditions on any approval that:
- Provision of at least one window on each level to the western elevation of the northwestern townhouse from Ground to Level 3 with direct outlook to Dock Lane.
 - Provision of at least one window on the western elevation of the southwestern apartment at Ground with direct outlook to Dock Lane.
 - Revised internal layout to the southwestern corner apartment from Levels 1-3 to include a terrace and at least one window with direct outlook to Dock Lane.
 - Provision of additional habitable spaces at Level 3 at the northern and southern ends with direct outlook to Dock Lane (and any associated reduction and relocation of car/bicycle parking spaces, accessway or services).
 - Provision of glazing or other visually permeable treatment to the bicycle storage area adjacent Dock Lane.
92. Consistent with the recommendations of CoM, conditions on any approval will require:
- That all new or altered portions of road (including the provision of footpaths, public lighting, street trees, pavement marking, and signage) in Collins Street and Dock Lane, Australian Wharf as well as the Community Green is constructed/delivered prior to the occupation of CW4.
 - The permit holder to enter into a s173 Agreement with Council to agree to maintain 24-hour unobstructed public access (7 days a week) to the public laneway and the Community Green.

- The extended portion of Collins Street, Dock Lane and the Community Green to be vested with Council once completed.
- Australian Walk structure is constructed in accordance with plans and specifications first approved by Development Victoria and works performed to the satisfaction of Development Victoria, with consultation with other relevant referral authorities.

93. A concept landscape plan prepared by Arcadia dated 8 August 2024 is provided with the application that provides concept of how the public realm areas of the development will be laid out and landscaped.

94. A Public Realms Plan prepared by Aspect Studios dated 26 April 2024 shows the staging and delivery of public realms works. A Community Green Plan prepared by Aspect Studios dated 24 April 2024 specially shows the staging and delivery of the Community Green. Any approval should be consistent with these plans.

Wind conditions, weather protection, light and shade and overshadowing

95. A Pedestrian Wind Environment Study prepared by Intech dated 12 July 2024 suggests a number of mitigation measures to address strong wind condition on the site. These include, at the ground plane, level 4, 16 and 26, provision of street trees, inclusion of permeable and impermeable windscreens and balustrades, hoarding around CW5. It will be required as a condition on any approval that the development complies with the recommendations of this report and provides mitigations measures as suggested prior to occupation of the development.

96. The wind report provides, as a mitigation measure, provision of a 3m porous screen on the Community Green (see Figure 32). This is not a preferred outcome. Further assessment is required for wind impacts on the Community Green and mitigation measures in consultation with Council to make this space usable for the purpose intended. Details of any screening will be required.

97.

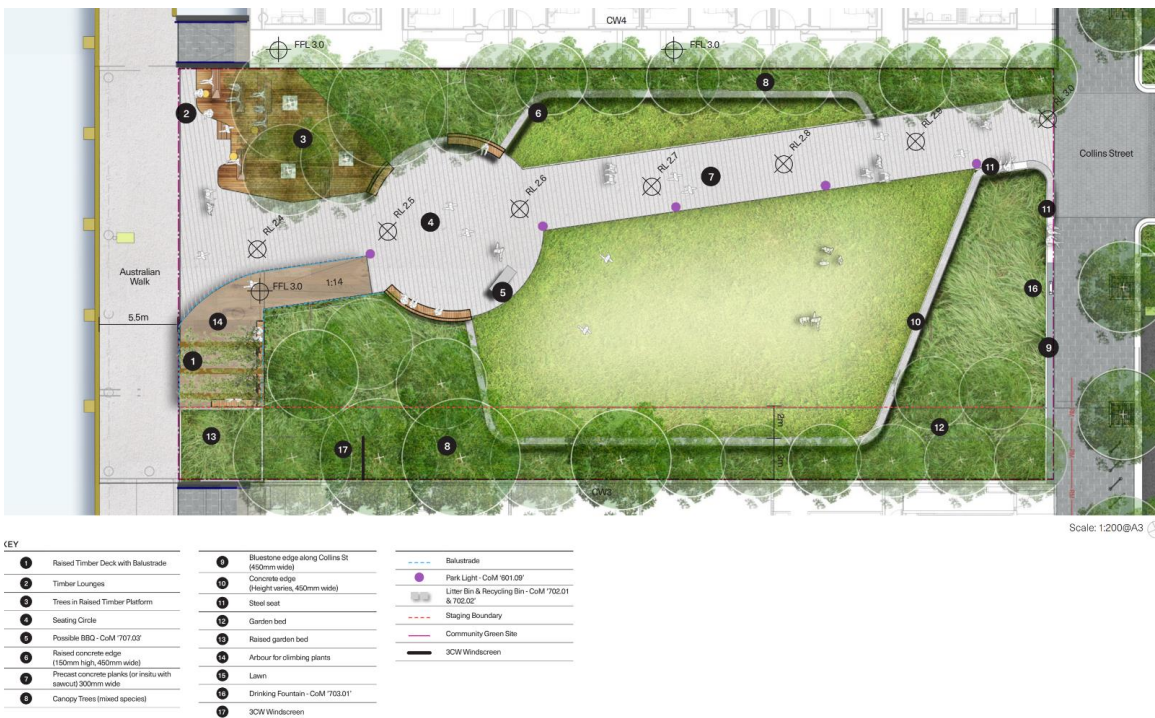


Figure 32: Wind mitigation on Community Green

98. A line of street trees proposed along both sides of Collins Street will provide appropriate light and shading for pedestrians (see Figure 33).



Figure 33: Canopy over along Collins Street

Overshadowing

99. The proposal is located on the south side of Collins Street and will therefore have minimal overshadowing on the Collins Street public realm.
100. Pursuant to clause 4.0 of Schedule 2 to the Docklands Zone, it is prohibited to construct a building which would cast a shadow across the south bank of the Yarra River between 11.00 am and 2.00 pm on 22 June, excluding mooring poles, marinas and gangways. The 3D diagrams below demonstrate that the development will not overshadow the Yarra River beyond what is permissible.

989 - 1055 Collins Street - June 22 Overshadowing

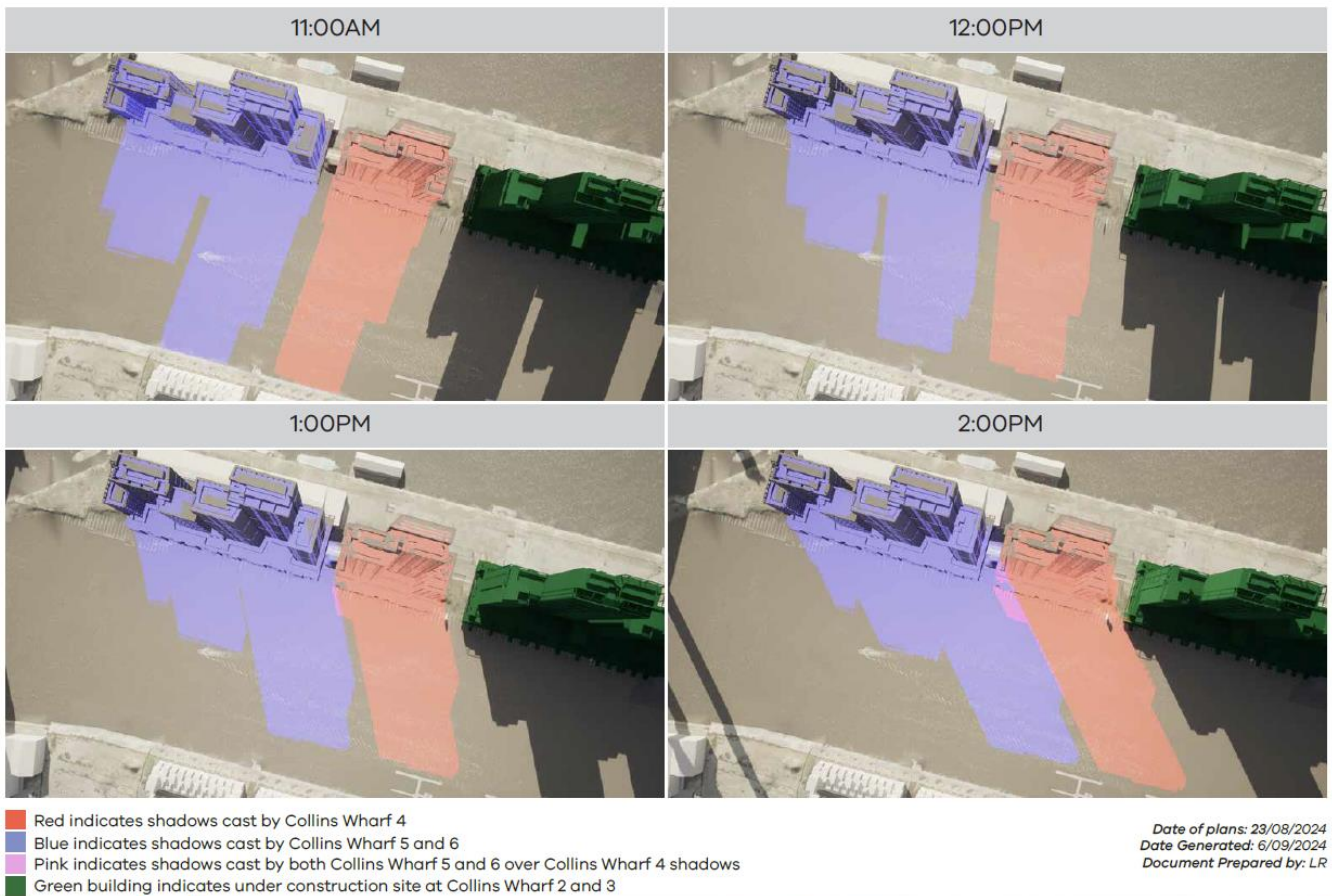


Figure 34: Overshadowing of the Yarra River is within limits of the controls

101. The proposal is the pink shade in Figure 34. The images produced by DTP's 3D Team demonstrate that the proposed development will not cast a shadow across the south bank of the Yarra River between 11.00 am and 2.00 pm on 22 June, excluding mooring poles, marinas and gangways. This is satisfactory.

Internal Amenity

102. Clause 43.02-2 (Design and Development Overlay – Schedule 12 – Noise Attenuation Area) protect the development from noise issues. An Acoustics Assessment prepared by Renzo Tonin and Associates dated 11 April 2024 has been submitted in support of this application which suggests a number of mitigation measures to address noise issues in the development. This ranges from placement of mechanical plants away from sensitive interfaces, appropriate waste collection times, types of glazing (insulation) and use of façade and screening materials. It will be required that the recommendations of this report be implemented, at no cost to and be to the satisfaction of the Responsible Authority and that it be demonstrated by a report from a qualified acoustic consultant compliance with the following noise criteria for all dwellings within the development of:

- a) 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am and;
- b) 40dB(A) for living areas, assessed as an LAeq,16h from 6am to 10pm;

Clause 58 (Apartment Developments)

103. Clause 58 encourages apartment development that provides reasonable standards of amenity for existing and new residents and supports apartment developments that are responsive to the site and the surrounding area. Relevant clause 58 considerations are discussed below.

104. This is generally fully clause 58 compliant development, each dwelling provided with good layouts and a high level of amenity. A full assessment against the Standards of Clause 58 is provided at Attachment A.

On-site Amenity

105. Onsite amenity will be adequately mitigated. There are no unreasonable overlooking opportunities between dwellings. Wind conditions will need to be mitigated as recommended in the submitted wind report and the residents will be protected from external and internal noise through the application of recommendation on the Acoustic report. A condition of permit will require that prior to commencement of the use of the development, the recommendations contained within the Acoustic Report is implemented to the satisfaction of the Responsible Authority. The placement of the dwellings within the development enables good amenity for the dwellings (see Figure 35).



Figure 35: Floor plans of tower plates and how they maximise amenity

Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (SÜD)

106. A Sustainability Management Plan prepared by Stantec dated 18 July 2024 has been submitted with the application, which provides that the development will achieve the following sustainability targets:

- 5 Star Green Star Rating (formal certification) under the GBCA Green Star Buildings V1 tool
- 7 Star NatHERS average all apartments with no individual dwelling less than 5.5 Star
- 10% improvement on NCC 2019 energy efficiency standards outside of residential dwellings.

- Building Services to be of Gas Free design (with the exception of gas to retail cooking).

107. A Stormwater Management Plan prepared by Stantec dated 17 July 2024 has been submitted with the application. This report satisfactorily addresses the requirements of Clause 19.03-3L for stormwater management. The plan emphasises best practice standards identified through the MUSIC treatment, including stormwater harvesting via 20kL rainwater tanks to collect stormwater from clean roof catchments as primary treatment, enhancement of water quality through the use of filters, and stormwater proprietary water treatment systems as overflow before leaving the site towards a nominated point of discharge. Peak flow management is achieved through the use of a 75kL onsite detention system. These efforts aim to mitigate the adverse effects of development on downstream waterways and improve the health of local water bodies. Additionally, this SWMP identifies opportunities for WSUD and landscaping improvements that can be further explored through architectural and landscaping design.

Car parking and bicycle parking

108. A total of 223 car parking spaces and 214 secure bicycle spaces will be provided across the ground floor and podiums Levels 1 to 3. Four motor bike space will be provided on Levels 1 and 2. Of the 214 bicycle spaces, 179 resident spaces will be for residents and 35 for visitors.
109. Car sharing is not proposed as part of this proposal. The submitted Transport Impact Assessment by onemilegrid dated 1 August 2024 suggests that there are a number of share car locations within 400m of the site. The planner's assessment of the diagram below is that car sharing is not readily available to this development (just one available within a 400m radius) and at least one should be required to be provided as a condition on any approval, subject to commercial viability.

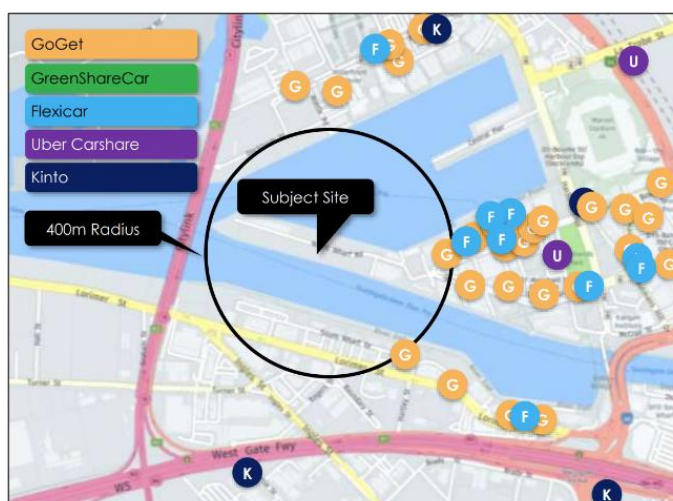


Figure 36: Car share locations available to the development with 400m

110. No EV charging points are shown for any of the car spaces. It will be required as a condition on any approval that at least three car spaces are provided with access to vehicle charging facilities (minimum of 12). This will be reflected in the relevant parking and traffic condition.
111. It will also be required as a condition on any approval that at least two disabled car spaces are provided within the development to meet the spirit and intent of the Disability and Discrimination Act.
112. Clause 52.34 (Bicycle requirements) requires the provision of 1 space per 5 dwellings for residents and 1 space per 10 dwellings for visitors. These equates to 70 spaces for residents and 35 for visitors, a total of 105 for 349 dwellings. The provision of 214 bicycle spaces, 179 resident spaces for residents and 35 for visitors is above the statutory requirement. Bicycle access to the building will be provided via a dedicated entrance from Dock Lane. This is considered satisfactory.
113. Clause 52.34 requires provision of showers and change rooms for residents (End of Trip facilities) but not for visitors. None are proposed for this development. This will not be required as the residents will be able to use this facility within their homes.



114. The subject site is affected by a Parking Overlay (Schedule 6 Clause 45.09 of the Melbourne Planning Scheme). Schedule 6 to the parking overlay specifies provision of a maximum of 2 car spaces per dwelling. This equates to a maximum of 698 car spaces permitted for the proposed development of 349 dwellings. The provision of 223 car parking spaces is below the maximum number of spaces identified by the Planning Scheme requirements outlined above and below the number nominated in the DP (304 car spaces). Vehicle access to the car park will be provided from Dock Lane. This is satisfactory.
115. Further a Green Travel Plan prepared by Onemilegrid dated 1 August 2024 is submitted with the application. The Green Travel Plan provides a suite of initiatives and services employed that encourage travel mode behaviour change and to promote the use of sustainable transport options such as walking, cycling, public transport or car-pooling. The Green Travel Plan states that the maps and information on available facilities will be available to the residents by various social media platforms and notice boards. A Green Travel Plan Champion will be appointed by the Owners Corporation who will be responsible for the implementation and ongoing management of the Green Travel Plan. This will be re-enforced as a permit condition on any approval that may issue.

Access, loading and waste arrangements

Access

116. The submitted Transport Impact Assessment by onemilegrid dated 1 August 2024 suggests that the internal design of the car park, width of isles, loading docks, the positioning of boom gates, card readers, control equipment, including car park control points, and ramp grades will be provided in accordance with the Australian and New Zealand Standard 2890.1-2004. Appropriate conditions will be required on any approval to reinforced compliance with the above commitments.

Loading area

117. The proposed development will provide a dedicated loading area (9.57m x 6.0m x 6m (h)), which will accommodate the loading requirements of the proposed development. Access will be from Dock Lane. Swept path diagrams demonstrating that a 9.8m service vehicle can adequately access the loading area has been provided. Appropriate conditions will be required on any approval to reinforced compliance with the above commitments.

Waste arrangements

118. A Waste Management plan (WMP) prepared by Leigh Design dated 12 August 2024 has been submitted with the application. This report confirms that sufficient space for onsite bin storage can be accommodated on site to meet the demand of this development. It provides guidance and instructions on how waste on site will be managed. An amended WMP will be required as a condition on any approval. The amended WMP will have to show the following:
- Provision of at least 15 glass bins and 12 organics bins, drawn to scale in the vicinity of the loading dock, where they will be placed for their collections three times per week.
 - The residents' path of travel to deposit their hard waste.
 - The path of travel for residents of TH 11 to deposit their waste.
 - The swept path diagrams, showing the waste vehicle's manoeuvres to/from the nearest main street and are to include all parking and on street infrastructure.
 - The compactors that will not be used removed from the drawings.

It will be required as a condition on any approval that waste management on site is carried out in accordance with this WMP.

Vesting

119. The timing of the vesting of land is outside of the applicant's control and will be coordinated between the land owner (Development Victoria) and the City of Melbourne. The applicant is obligated to deliver these assets in line with the Development Plan and the Precinct Development Agreement, and as agreed with the land owner will maintain these assets for a period of 24 months post practical completion of the asset (which will occur in line with completion of the relevant building). This approach is consistent with all public realm assets previously delivered in Victoria Harbour.

Net community benefit

1. Collins Wharf DP holistically plans out development of residential towers with public realms and other community benefit provision. These are staged and sections of public realms are provided concurrently with the development of each tower. This proposal will deliver the surrounding Collins Street road reserve, the Australian Walk promenade, a portion of the laneway to the west of the building and the remainder of the Community Green to the east of the tower. Details of what these entails have been discussed earlier in the report.

Flooding implications

2. Melbourne Water, in its response has indicated that the site is subject to flooding as a result of storm surge/tidal inundation associated with Sea Level Rise (SLR). The predicted year 2100 1% Annual Exceedance Probability (AEP) flood level for tidal storm surge is 2.4 metres (m) to Australian Height Datum (AHD). This assumes a SLR of 0.8m on the existing 1.6m to AHD level by the year 2100. Further, Melbourne Water's modelling for this catchment, which considers increased rainfall intensity due to climate change has estimated flood level for this property to be 2.27 metres to Australian Height Datum (AHD) by the year 2100.
3. Melbourne Water advises that the minimum requirement of 600mm above the 2100 year flood level of 2.4m AHD to a level of 3m AHD is the highest applicable floor level requirement at the subject site, thus this level is to be adopted for setting minimum floor levels for any new buildings. It will be required as a condition on any approval that issues that:

Finished floor levels for all buildings must be set at a minimum of 3.0 metres to Australian Height Datum and all access roads / paths as well as wharf structures must be set at least at flood level of 2.4 metres to Australian Height Datum.

Development staging

4. The broader development of Collins Wharf will be staged and delivered in accordance with the Development Plan. CW4 will comprise the tower, the adjoining Community Green to the east, a section of Dock Lane to the west and a section of Collins Street. The proposal area extends to the north kerb of Collins Street and the west kerb of Dock Lane.



Figure 37: Staging of the broader development on Collins Wharf

5. The Community Green will be delivered in two stages. Stage 1, a 5 metre wide residential interface will be delivered within CW3 scope of works and provide the first row of tree planting along with raised an inground garden beds.



This will include the windscreen (as required by CW3 permit approval conditions). A 2 metre wide gravel access path will be provided as an interim solution to allow residents and the general public access to the Wharf and Australian Walk. This will be replaced by lawn and garden bed once the full extent of the Community Green is delivered. Where garden beds are proposed as part of CW3 scope of works, a temporary timber edge will be installed.

6. Stage 2, the remainder of the Community Green will be delivered following the construction of CW4 tower.

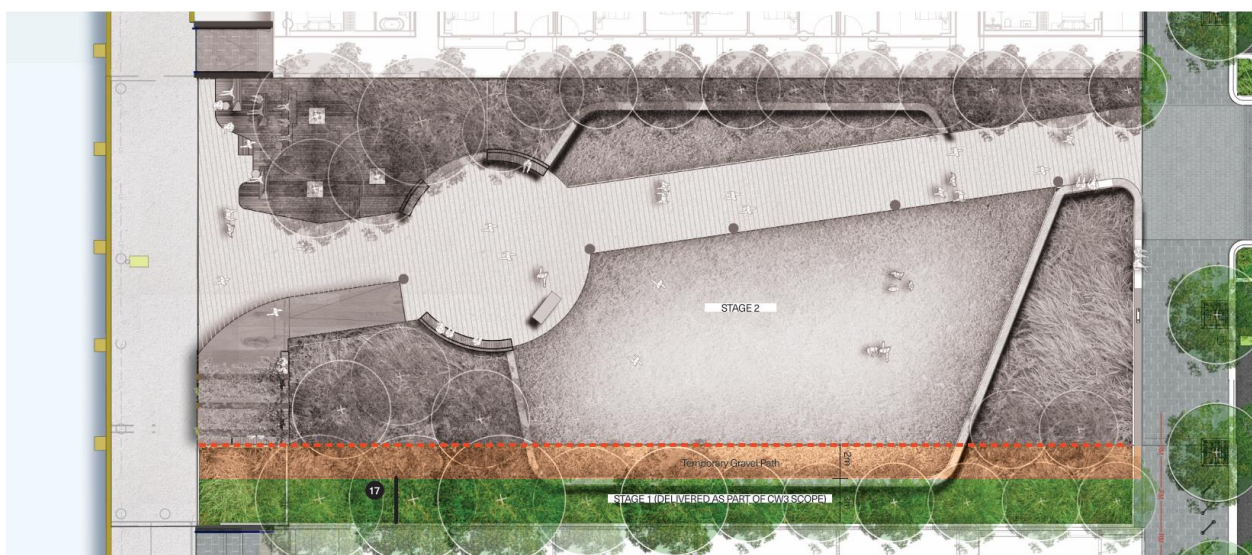


Figure 38: Staging of the Community Green

Environmental Audit Assessment


7. Pursuant to the Docklands Zone (DZ2) (clause 37.05-8), before a sensitive use (residential use, child care centre, pre-school centre, primary school, education centre or informal outdoor recreation) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, a certificate of environmental audit must be issued for the land, or an environmental auditor must make a statement that the conditions of the land are suitable for the proposed use. It will be required as a condition on any approval that:

Prior to the commencement of the development, excluding demolition, bulk excavation, site preparation, soil removal, site remediation, retention works, footings, ground beams and ground slab and temporary structures, the owner of the site must provide either a Certificate of Environmental Audit in accordance with Section 53Y of the Environment Protection Act 1970; or a Statement of Environmental Audit under Section 53Z of the Environment Protection Act 1970, stating that the site is suitable for the intended use (dwelling) permitted by this approval.

Cultural Heritage Management Plan

8. The site is located within an area of Aboriginal cultural heritage significance. Clause 15.03-2S seeks to promote the identification, protection and management of Aboriginal cultural heritage values. It is policy that the proposed development must not impact adversely on the Aboriginal cultural heritage values, as indicated in an archaeologist's report, for any site known to contain Aboriginal archaeological relics.
9. A Cultural Heritage statutory obligations response was prepared by Archaeology At Tardis, dated 7 December 2015 and concludes:

the proposed Collins Wharf development will not require the preparation of a mandatory CHMP because the activity area is not situated within an area of legislated cultural heritage sensitivity because of significant ground disturbance.



10. The preparation of a Cultural Heritage Management Plan is therefore not mandatory for this proposal.



Conclusion

11. The development is generally consistent with the relevant planning policies of the Melbourne Planning Scheme. Subject to conditions recommended in this report, the proposal will contribute to the provision of a high quality development within Collins Wharf and include public benefits through the provision on publicly accessible open spaces, laneway and extension to Collins Street.
12. The proposal is generally supported by the various referral agencies, other than the City of Melbourne who were informally notified of this proposal and have objected.
13. **It is recommended that Planning Permit No. PA2402895 for the development of the construction of a residential tower (Collins Wharf 4), associated car parking and public realm works at 989- 1009 Collins Street, Docklands (CW4 Victoria Harbour Precinct), issue subject to conditions.**

Recommendation



- It is recommended that a planning permit issue, subject to conditions.
- It is recommended that the applicant be notified of the above in writing.

Prepared by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- No Conflict**
- Conflict and have therefore undertaken the following actions:
 - Completed the **Statutory Planning Services declaration of Conflict/Interest form.**
 - Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
 - Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name:	[Redacted]	Signed:	[Redacted]
Title:	[Redacted]	Dated:	20 September 2024
Phone:	[Redacted]		

Reviewed / Approved by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- No Conflict**
- Conflict and have therefore undertaken the following actions:
 - Completed the **Statutory Planning Services declaration of Conflict/Interest form.**
 - Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
 - Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name:	[Redacted]	Signed:	[Redacted]
Title:	[Redacted]	Dated:	18 October 2024
Phone:	[Redacted]		

APPENDIX 1

CLAUSE 58 ASSESSMENT: BETTER APARTMENTS DESIGN STANDARDS RESPONSE

Clause 58.01 Urban Context Report and Design Response	
<p><u>58.01-1 Application requirements</u></p> <p>An application must be accompanied by:</p> <ul style="list-style-type: none"> • An urban context report. • A design response. 	<p><u>Assessment</u></p> <p>An urban context report and design response was submitted as part of this application, which adequately responds to this requirement.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p><u>58.01-2 Urban Context Report</u></p> <p>The urban context report may use a site plan, photographs or other techniques and must include:</p> <p>An accurate description of:</p> <ul style="list-style-type: none"> • Site shape, size, orientation and easements. • Levels and contours of the site and the difference in levels between the site and surrounding properties. • The location and height of existing buildings on the site and surrounding properties. • The use of surrounding buildings. • The location of private open space of surrounding properties and the location of trees, fences and other landscape elements. • Solar access to the site and to surrounding properties. • Views to and from the site. • Street frontage features such as poles, street trees and kerb crossovers. • The location of local shops, public transport services and public open spaces within walking distance. • Movement systems through and around the site. • Any other notable feature or characteristic of the site. <p>An assessment of the characteristics of the area including:</p> <ul style="list-style-type: none"> • Any environmental features such as vegetation, topography and significant views. • The pattern of subdivision. • Street design and landscape. • The pattern of development. • Building form, scale and rhythm. 	<p><u>Assessment</u></p> <p>The Urban Context report prepared by Kennon & Ewert Leaf dated April 2024 was submitted as part of this application, addressing the relevant features.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>



<ul style="list-style-type: none"> • Connection to the public realm. • Architectural style, building details and materials. • Off-site noise sources. • The relevant NatHERS climate zones (as identified in Clause 58.03-1). • Social and economic activity. • Any other notable or cultural characteristics of the area. 	
<p><u>58.01-3 Design response</u></p> <p>The design response must explain how the proposed design:</p> <ul style="list-style-type: none"> • Responds to any relevant planning provision that applies to the land. • Meets the objectives of Clause 58. • Responds to any relevant housing, urban design and landscape plan, strategy or policy set out in this scheme. • Derives from and responds to the urban context report. <p>The design response must include correctly proportioned street elevations or photographs showing the development in the context of adjacent buildings. If in the opinion of the responsible authority this requirement is not relevant to the evaluation of an application, it may waive or reduce the requirement.</p>	<p><u>Assessment</u></p> <p>A satisfactory assessment of how the policy responds to the PPF, Clause 58, relevant housing, urban design and landscape policy was submitted to support this application.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>

<p>Clause 58.02 Urban Context</p>	
<p><u>58.02-1 Urban context objectives</u></p> <ul style="list-style-type: none"> • To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area. • To ensure that development responds to the features of the site and the surrounding area. 	<p><u>Assessment</u></p> <p>The Kennon & Ewert Leaf Urban Context report demonstrates that the proposal will be consistent with the existing urban context and will positively contribute to the preferred future development of Collins Wharf.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p>Standard D1</p> <ul style="list-style-type: none"> • The design response must be appropriate to the urban context and the site. • The proposed design must respect the existing or preferred urban context and respond to the features of the site. 	
<p><u>58.02-2 Residential Policy objectives</u></p> <ul style="list-style-type: none"> • To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework. • To support higher density residential development where development can take advantage of public and community infrastructure and services. 	<p><u>Assessment</u></p> <p>A satisfactory assessment of how the policy responds to the PPF, Clause 58, relevant housing, urban design and landscape policy was submitted as part of this application.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p>Standard D2</p> <ul style="list-style-type: none"> • An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes 	



<p>how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</p>	
<p>58.02-3 Dwelling Density objectives</p> <ul style="list-style-type: none"> To encourage a range of dwelling sizes and types in developments of ten or more dwellings. 	<p>Assessment</p> <p>A total of 349 apartments, comprising 28 different layouts. The dwelling mix of the dwellings is as follows:</p>
<p>Standard D3</p> <ul style="list-style-type: none"> Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms. 	<ul style="list-style-type: none"> 1 bedroom apartment : 104 apartments (30%) 2 bedroom apartment: 187 apartments (53%) 3 bedroom apartment: 46 apartments (13%) 4 bedroom apartment: 12 apartments (4%) <p>The proposal provides a range of dwelling sizes and types, including dwellings with a different number of bedrooms.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p>58.02-4 Infrastructure objectives</p> <ul style="list-style-type: none"> To ensure development is provided with appropriate utility services and infrastructure. To ensure development does not unreasonably overload the capacity of utility services and infrastructure. 	<p>Assessment</p> <p>The proposed development will be located within Collins Wharf, an urban renewal area, which will be an extension of an existing urban area, which is well serviced and has connections to appropriate utility services and infrastructure. The proposal is designed to integrate with the existing infrastructure.</p>
<p>Standard D4</p> <ul style="list-style-type: none"> Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available. Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads. In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure. 	<p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p>58.02-5 Integration with the street objective</p> <ul style="list-style-type: none"> To integrate the layout of development with the street. 	<p>Assessment</p> <p>The development will have a high level of integration with Collins Street, the eastern interface (the Community Green) and Australian Walk. These aspects will incorporate dwelling entries and lobbies with a highly permeable facade. With respect to the site's interface to the laneway to the west, condition on any approval will require the development to wrap further around the north and south edges with windows for passive surveillance, and broadly incorporate a range of textured and visually permeable material treatments that add visual interest to the service-focussed frontage. The proposal will provide a well accessible development for both pedestrians, cyclists and vehicles through providing new street infrastructure.</p>
<p>Standard D5</p> <ul style="list-style-type: none"> Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility. Development should be oriented to front existing and proposed streets. High fencing in front of dwellings should be avoided if practicable. Development next to existing public open space should be laid out to complement the open space. 	<p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>



Clause 58.03 Site Layout

58.03-1 Energy Efficiency objectives

- To achieve and protect energy efficient dwellings and buildings.
- To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.
- To ensure dwellings achieve adequate thermal efficiency

Standard D6

- Buildings should be:
- Oriented to make appropriate use of solar energy.
- Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.

Living areas and private open space should be located on the north side of the development, if practicable.

Developments should be designed so that solar access to north-facing windows is optimised.

Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table.

Table D1 Cooling load

NatHERS climate zone	NatHERS maximum cooling load MJ/M ² per annum
Climate zone 21 Melbourne	30
Climate zone 22 East Sale	22
Climate zone 27 Mildura	69
Climate zone 60 Tullamarine	22
Climate zone 62 Moorabbin	21
Climate zone 63 Warrnambool	21
Climate zone 64 Cape Otway	19
Climate zone 66 Ballarat	23

Note: Refer to NatHERS zone map, Nationwide House Energy Rating Scheme (Commonwealth Department of Environment and Energy).

Assessment

The site has an advantage of dual street frontages and therefore has direct exposure to natural light. The proposal has been designed and sited to maximise daylight and solar energy and to ensure dwellings achieve adequate thermal efficiency.

The submitted SMP suggests the development will achieve the following targets:

- 5 Star Green Star Rating (formal certification) under the GBCA Green Star Buildings V1 tool
- 7 Star NatHERS average all apartments with no individual dwelling less than 5.5 Star
- 10% improvement on NCC 2019 energy efficiency standards outside of residential dwellings.
- Building Services to be of Gas Free design (with the exception of gas to retail cooking).

Compliance with Standard

Compliance with Objective

58.03-2 Communal open space objective

- To provide communal open space that meets the recreation and amenity needs of residents.
- To ensure that communal open space is accessible, practical, attractive, easily maintained.
- To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.

Standard D7

- A development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square metres. A development of 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. Each area of communal open space should be:
 - > Accessible to all residents.
 - > A useable size, shape and dimension.

Assessment

The proposal consists of 349 dwellings.

872.5sqm of communal areas is required at 2.5sqm per dwelling for 349 dwellings plus 30sqm (902.5sqm). 220sqm is lesser and therefore applies.

The proposal will provide communal open space areas on Levels 4 (530sqm) and Level 16 (91sqm). These spaces are useable in size, shape and dimension and will provide the future residents a good level of external amenity. The dimensions provided exceeds the requirements of this standard.

Compliance with Standard

Compliance with Objective



<ul style="list-style-type: none"> > Capable of efficient management. > Located to: <ul style="list-style-type: none"> – Provide passive surveillance opportunities, where appropriate. – Provide outlook for as many dwellings as practicable. – Avoid overlooking into habitable rooms and private open space of new dwellings. – Minimise noise impacts to new and existing dwellings. • Any area of communal outdoor open space should be landscaped and include canopy cover and trees. 	
<p><u>58.03-3 Solar access to communal outdoor open space objective</u></p> <ul style="list-style-type: none"> • To allow solar access into communal outdoor open space. 	<p><u>Assessment</u></p> <p>The outdoor amenities will be located with a direct northern orientation on both Levels 4 and 16. At least 125 square metres of these spaces will receive in excess of two hours of sunlight between 9am and 3pm on 21 June as there will be no built form to the north of this building.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p>Standard D8</p> <ul style="list-style-type: none"> • The communal outdoor open space should be located on the north side of a building, if appropriate. • At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June. 	
<p><u>58.03-4 Safety objective</u></p> <ul style="list-style-type: none"> • To ensure the layout of development provides for the safety and security of residents and property 	<p><u>Assessment</u></p> <p>The layout of the development provides for the safety and security of residents. Pedestrian and vehicle accessways will be easily identifiable from the public realm. Pedestrian and vehicle access to the site will be adequately lit.</p> <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p>Standard D9</p> <ul style="list-style-type: none"> • Entrances to dwellings should not be obscured or isolated from the street and internal accessways. • Planting which creates unsafe spaces along streets and accessways should be avoided. • Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways. • Private spaces within developments should be protected from inappropriate use as public thoroughfares. 	
<p><u>58.03-5 Landscaping objectives</u></p> <ul style="list-style-type: none"> • To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape. • To preserve existing canopy cover and support the provision of new canopy cover. • To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat. 	<p><u>Assessment</u></p> <p>A concept landscape plan prepared by Arcadia dated 8 August 2024 is provided with the application that provides concept of how the public realm areas of the development will be laid out and landscaped. A Public Realm Plan prepared by Aspect Studios dated 26 April 2024 shows the staging and delivery of public realms works. A Community Green Plan prepared by Aspect Studios dated 24 April 2024 specially shows the staging and delivery of the Community Green. Any approval should be consistent with these plans.</p> <p>The proposal incorporates extensive landscaping treatment on the ground level as well as the amenities on Levels 4 and 16. This comprises canopy trees, planter boxes, and seating areas. Street trees are proposed along the various public realm interfaces a site that is currently devoid of vegetation. The</p>
<p>Standard D10</p> <ul style="list-style-type: none"> • Development should retain existing trees and canopy cover. • Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. 	



- Development should: Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2.
 - > Provide canopy cover through canopy trees that are:
 - Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3.
 - Consistent with the canopy diameter and height at maturity specified in Table D4.
 - Located in communal outdoor open space or common areas or street frontages.
- Comprise smaller trees, shrubs and ground cover, including flowering native species.
- Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space.
- Shade outdoor areas exposed to summer sun through landscaping or shade structures and use paving and surface materials that lower surface temperatures and reduce heat absorption.
- Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater and recycled water.
- Protect any predominant landscape features of the area.
- Take into account the soil type and drainage patterns of the site.
- Provide a safe, attractive and functional environment for residents.
- Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.

proposal incorporates opportunities for vegetation surrounding a select number of terraces provide urban cooling and contribute to biodiversity.

With respect to the provision of canopy cover, deep soil and specific trees, the proposal seeks to vary the requirements of the clause. Notwithstanding, the proposal provides for an anticipated canopy coverage of 50sqm, and will provide eight (8) type A trees within the podium and rooftop landscaped areas.

The development will meet the objective of this clause.

Compliance with Standard

Compliance with Objective

Table D2 Canopy cover and deep soil requirements

Site area	Canopy cover	Deep soil
1000 square metres	5% of site area Include at least 1 Type A tree	5% of site area or 12 square metres whichever is the greater
1001 - 1500 square metres	50 square metres plus 20% of site area above 1,000 square metres Include at least 1 Type B tree	7.5% of site area
1501 - 2500 square metres	150 square metres plus 20% of site area above 1,500 square metres Include at least 2 Type B trees or 1 Type C tree	10% of site area
2500 square metres or more	350 square metres plus 20% of site area above 2,500 square metres Include at least 2 Type B trees or 1 Type C tree	15% of site area

Table D3 Soil requirements for trees

Tree type	Tree in deep soil	Tree in planter	Depth of planter soil
	Area of deep soil	Volume of planter soil	
A	12 square metres (min. plan dimension 2.5 metres)	12 cubic metres (min. plan dimension of 2.5 metres)	0.8 metre
B	49 square metres (min. plan dimension 4.5 metres)	28 cubic metres (min. plan dimension of 4.5 metres)	1 metre
C	121 square metres (min. plan dimension 6.5 metres)	64 cubic metres (min. plan dimension of 6.5 metres)	1.5 metre

Note: Where multiple trees share the same section of soil the total required amount of soil can be reduced by 5% for every additional tree, up to a maximum reduction of 25%.



Table D4 Tree type

Tree type	Minimum canopy diameter at maturity	Minimum height at maturity
A	4 metres	6 metres
B	8 metres	8 metres
C	12 metres	12 metres

58.03-6 Access objective

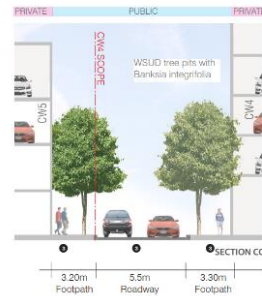
- To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles.
- To ensure the vehicle crossovers are designed and located to minimise visual impact.

Standard D11

- Vehicle crossovers should be minimised.
- Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building.
- Pedestrian and cyclist access should be clearly delineated from vehicle access.
- The location of crossovers should maximise pedestrian safety and the retention of on-street car parking spaces and street trees.
- Developments must provide for access for service, emergency and delivery vehicles.

Assessment

Vehicular access will be from Dock Lane. This will be clearly delineated between pedestrians, cyclists and other vehicles, as required by the DP.



Compliance with Standard

Compliance with Objective

58.03-7 Parking Location objectives

- To provide convenient parking for resident and visitor vehicles.
- To protect residents from vehicular noise within developments.

Standard D12

- Car parking facilities should:
 - > Be reasonably close and convenient to dwellings.
 - > Be secure.
 - > Be well ventilated if enclosed.
- Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.

Assessment

The proposal provides convenient access to car parking for residents with functionality demonstrated in the supplied traffic report.

Compliance with Standard

Compliance with Objective

58.03-8 Integrated water and stormwater management objectives

- To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.
- To facilitate stormwater collection, utilisation and infiltration within the development.
- To encourage development that reduces the impact of stormwater run-off on the drainage system and filters

Assessment

A Stormwater Management Plan prepared by Stantec dated 17 July 2024 has been submitted with the application. The plan emphasises best practice standards identified through the MUSIC treatment, including stormwater harvesting via 20kL rainwater tanks to collect stormwater from clean roof catchments as primary treatment, enhancement of water quality through the use of filters, and stormwater proprietary



<p>sediment and waste from stormwater prior to discharge from the site.</p>	<p>water treatment systems as overflow before leaving the site towards a nominated point of discharge. Peak flow management is achieved through the use of a 75KL onsite detention system. These efforts aim to mitigate the adverse effects of development on downstream waterways and improve the health of local water bodies. Additionally, this SWMP identifies opportunities for WSUD and landscaping improvements that can be further explored through architectural and landscaping design.</p>
<p>Standard D13</p> <ul style="list-style-type: none"> • Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use. • Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority. • The stormwater management system should be: <ul style="list-style-type: none"> > Designed to meet the current best practice performance objectives for stormwater quality as contained in the <i>Urban Stormwater - Best Practice Environmental Management Guidelines</i> (Victorian Stormwater Committee, 1999). > Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas. 	<p>Compliance with Standard <input checked="" type="checkbox"/></p> <p>Compliance with Objective <input checked="" type="checkbox"/></p>

Clause 58.04 Amenity Impacts

<p>58.04-1 Building setback objectives</p> <ul style="list-style-type: none"> • To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area. • To allow adequate daylight into new dwellings. • To limit views into habitable room windows and private open space of new and existing dwellings. • To provide a reasonable outlook from new dwellings. • To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents. 	<p>Assessment</p> <p>The proposal will set the tower back 10.80-21.15m (instead of 8m), 4m from the east (consistent with the DP), 6.485m from the west (instead of 5m) and 11.23-23.545m from the south (instead of 5m).</p> <div data-bbox="853 1227 1492 1451"> </div> <p>The development exceeds the requirements of this standard and well as the DP.</p> <p>Compliance with Standard <input checked="" type="checkbox"/></p> <p>Compliance with Objective <input checked="" type="checkbox"/></p>
<p>Standard D14</p> <ul style="list-style-type: none"> • The built form of the development must respect the existing or preferred urban context and respond to the features of the site. • Buildings should be set back from side and rear boundaries, and other buildings within the site to: <ul style="list-style-type: none"> Ensure adequate daylight into new habitable room windows. Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views. Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. Ensure the dwellings are designed to meet the objectives of Clause 58. 	



<p>58.04-2 Internal views objective</p> <ul style="list-style-type: none"> To limit views into the private open space and habitable room windows of dwellings within a development. 	<p>Assessment</p> <p>The layout of the dwellings is such that there will be no overlooking between dwellings as :</p>
<p>Standard D15</p> <ul style="list-style-type: none"> Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development. 	<ul style="list-style-type: none"> The concaved wings will obstruct direct views between dwellings. Balconies within the podium and tower are stacked directly on top each floor plate to assist with privacy requirements for each apartment. Where terraces interface with areas of communal open space these interfaces are appropriately resolved through fencing and landscaping treatments. <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>
<p>58.04-3 Noise impacts objectives</p> <ul style="list-style-type: none"> To contain noise sources in developments that may affect existing dwellings. To protect residents from external and internal noise sources. 	<p>Assessment</p> <p>The proposed development is within proximity of Major freeways and the Port environs. An Acoustics Assessment prepared by Renzo Tonin and Associates dated 11 April 2024 has been submitted in support of this application which suggests a number of mitigation measures to address noise issues in the development. This ranges from placement of mechanical plants away from sensitive interfaces, appropriate waste collection times, types of glazing (insulation) and use of façade and screening materials. It will be required that the recommendations of this report be implemented, at no cost to and be to the satisfaction of the Responsible Authority and that it be demonstrated by a report from a qualified acoustic consultant compliance with the following noise criteria for all dwellings within the development of:</p>
<p>Standard D16</p> <ul style="list-style-type: none"> Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings. The layout of new dwellings and buildings should minimise noise transmission within the site. Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings. New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources. Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels: <ul style="list-style-type: none"> > Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. > Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm. Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements. Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed. 	<ul style="list-style-type: none"> 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am and; 40dB(A) for living areas, assessed as an LAeq,16h from 6am to 10pm; <p style="text-align: right;">Compliance with Standard <input checked="" type="checkbox"/></p> <p style="text-align: right;">Compliance with Objective <input checked="" type="checkbox"/></p>



Table D3 Noise influence area

Noise source	Noise influence area
Zone interface	
Industry	300 metres from the Industrial 1, 2 and 3 zone boundary
Roads	
Freeways, tollways and other roads carrying 40,000 Annual Average Daily Traffic Volume	300 metres from the nearest trafficable lane
Railways	
Railway servicing passengers in Victoria	80 metres from the centre of the nearest track
Railway servicing freight outside Metropolitan Melbourne	80 metres from the centre of the nearest track
Railway servicing freight in Metropolitan Melbourne	135 metres from the centre of the nearest track

Note: The noise influence area should be measured from the closest part of the building to the noise source.

58.04-4 Wind impacts objectives

- To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.

Standard D17

- Development of five or more storeys, excluding a basement should:
 - > not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space and
 - > communal open space; and achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land
- within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater.
- Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements.
- Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.

Table D6 Wind conditions

Unsafe	Comfortable
Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.	Hourly mean wind speed or gust equivalent mean speed (3 second gust wind speed divided by 1.85), from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than: <ul style="list-style-type: none"> 3 metres per second for sitting areas, 4 metres per second for standing areas, 5 metres per second for walking areas.

Assessment

A Pedestrian Wind Environment Study prepared by Windtech dated 12 July 2024 suggests a number of mitigation measures to address strong wind condition on the site. These include, at the ground plane, level 4, 16 and 26, provision of street trees, inclusion of permeable and impermeable windscreens and balustrades, hoarding around CW5. Some of these are already shown on the plans and others yet to be addressed. It will be required as a condition on any approval that the development complies with the recommendations of this report and provides mitigations measures as suggested prior to occupation of the development.

Compliance with Standard

Compliance with Objective

58.05 On-Site Amenity and Facilities

58.05-1 Accessibility objective

- To ensure the design of dwellings meets the needs of people with limited mobility.

Standard D18

Assessment

The typical apartment layout/dimension plans indicate that the accessibility requirements of this Standard will be achieved for 96% of the development. This exceeds the minimum



- At least 50 per cent of dwellings should have:
 - > A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.
 - > A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area.
 - > A main bedroom with access to an adaptable bathroom.
 - > At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.

requirement of 50%. A condition on any approval will however require the provision of at least one disabled car space.

Compliance with Standard

Compliance with Objective

Table D4 Bathroom design

	Design option A	Design option B
Door opening	A clear 850mm wide door opening.	A clear 820mm wide door opening located opposite the shower.
Door design	Either: <ul style="list-style-type: none"> • A slide door, or • A door that opens outwards, or • A door that opens inwards that is clear of the circulation area and has readily removable hinges. 	Either: <ul style="list-style-type: none"> • A slide door, or • A door that opens outwards, or • A door that opens inwards and has readily removable hinges.
Circulation area	A clear circulation area that is: <ul style="list-style-type: none"> • A minimum area of 1.2 metres by 1.2 metres. • Located in front of the shower and the toilet. • Clear of the toilet, basin and the door swing. The circulation area for the toilet and shower can overlap.	A clear circulation area that is: <ul style="list-style-type: none"> • A minimum width of 1 metre. • The full length of the bathroom and a minimum length of 2.7 metres. • Clear of the toilet and basin. The circulation area can include a shower area.
Path to circulation area	A clear path with a minimum width of 900mm from the door opening to the circulation area.	Not applicable.
Shower	A hobless (step-free) shower.	A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening.
Toilet	A toilet located in the corner of the room.	A toilet located closest to the door opening and clear of the circulation area.

58.05-2 Building entry and circulation objectives

- To provide each dwelling and building with its own sense of identity.
- To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.
- To ensure internal communal areas provide adequate access to daylight and natural ventilation.

Assessment

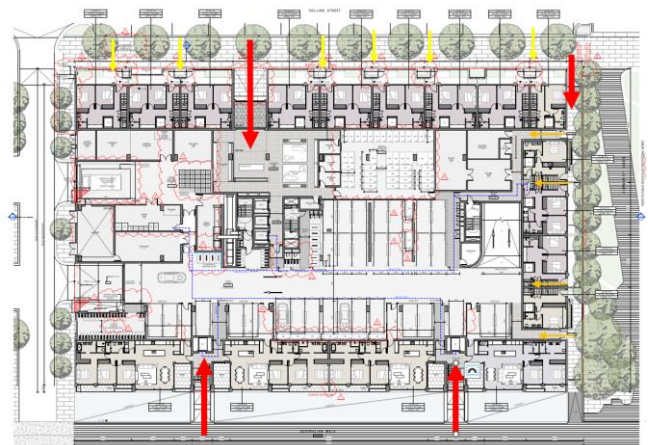
The proposed development clearly defines ground floor entry and lobby, separate and individual townhouse entries, as well separate entries for a select number of apartments to the south.

The ground floor lobby will provide an intermediate space to the dwellings on upper levels and includes ample natural light and ventilation, clear sightlines and ventilation.

Common areas and corridors maintain clear sight lines and incorporate multiple sources of natural light and ventilation.

Standard D19

- Entries to dwellings and buildings should:
 - > Be visible and easily identifiable.
 - > Provide shelter, a sense of personal address and a transitional space around the entry.
- The layout and design of buildings should:
 - > Clearly distinguish entrances to residential and non-residential areas.
 - > Provide windows to building entrances and lift areas.
 - > Provide visible, safe and attractive stairs from the entry level to encourage use by residents.
 - > Provide common areas and corridors that:





- Include at least one source of natural light and natural ventilation.
- Avoid obstruction from building services.
- Maintain clear sight lines

Compliance with Standard

Compliance with Objective

58.05-3 Private open space objective

- To provide adequate private open space for the reasonable recreation and service needs of residents

Standard D20

- A dwelling should have private open space consisting of at least one of the following:
 - > An area of 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room.
 - > A balcony with at least the area and dimensions specified in Table D8 and convenient access from a living room.
 - > An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room.
 - > An area on a roof of 10 square metres, with a minimum dimension of 2 metres and convenient access from a living room.
- If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table D8 should be increased by at least 1.5 square metres.
- If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 is provided as living area or bedroom area in addition to the minimum area specified in Table D11 or Table D12 in Standard D25.

Table D8 Balcony size

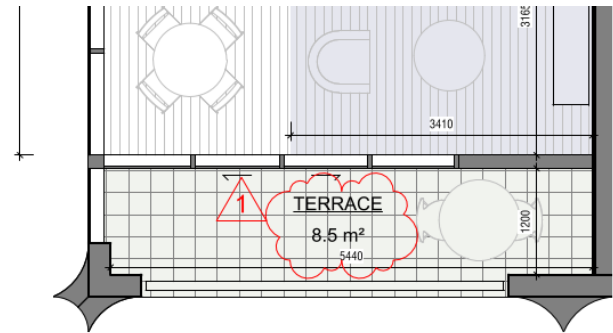
Dwelling type	Minimum area	Minimum dimension
Studio or 1 bedroom dwelling	8 square metres	1.8 metres
2 bedroom dwelling	8 square metres	2 metres
3 or more bedroom dwelling	12 square metres	2.4 metres

Table D9 Additional living area or bedroom area

Dwelling type	Additional area
Studio or 1 bedroom dwelling	8 square metres
2 bedroom dwelling	8 square metres
3 or more bedroom dwelling	12 square metres

Assessment

All dwellings will include a balcony which will be accessed via the living room. Each dwelling has been provided with private open space area in accordance with this standard except for typologies A02.2, which will have a width of 1.2m instead of 1.8 but an overall area of 8sqm. This variation is acceptable as the dwelling will have a usable area to enjoy for external amenities.



Heating and cooling equipment will not be located on the balconies of the dwellings.

Compliance with Standard

Compliance with Objective

58.05-4 Storage objective

- To provide adequate storage facilities for each dwelling

Standard D21

- Each dwelling should have convenient access to usable and secure storage space.
- The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10.

Assessment

The submitted typical apartment layout/dimension plans demonstrates that each dwelling will be provided with storage in accordance with the minimum requirements. Where excessive amounts of internal storage is provided, external storage is not. A number of dwellings are provided with internal and external storage.



Table D10 Storage

Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

Compliance with Standard

Compliance with Objective

58.06 Detailed Design

58.06-1 Common property objectives

- To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.
- To avoid future management difficulties in areas of common ownership.

Standard D22

- Developments should clearly delineate public, communal and private areas.
- Common property, where provided, should be functional and capable of efficient management.

Assessment

The proposal has been designed to clearly delineate public, communal and private areas. Common property will be functional and capable of efficient management

Compliance with Standard

Compliance with Objective

58.06-2 Site services objectives

- To ensure that site services can be installed and easily maintained.
- To ensure that site facilities are accessible, adequate and attractive

Standard D23

- Development should provide adequate space (including easements where required) for site services to be installed and maintained efficiently and economically.
- Meters and utility services should be designed as an integrated component of the building or landscape.
- Mailboxes and other site facilities should be adequate in size, durable, water-protected, located for convenient access and integrated into the overall design of the development.

Assessment

The proposal has been designed to ensure that site services can be installed and easily maintained within accessible locations throughout the development.

Sufficient space is set aside for mailboxes for the dwellings in a convenient location in the lobby for regular access by Australia Post.

Compliance with Standard

Compliance with Objective

58.06-3 Waste and recycling objectives

- To ensure dwellings are designed to encourage waste recycling.
- To ensure that waste and recycling facilities are accessible, adequate and attractive.
- To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.

Standard D24

- Developments should include dedicated areas for:
 - > Waste and recycling enclosures which are:

Assessment

The proposal has been designed to ensure that waste and recycling facilities are accessible, adequate and attractive. Waste and recycling facilities have been designed to be managed to minimise impacts on residential user amenity.

Compliance with Standard

Compliance with Objective



<ul style="list-style-type: none"> - Adequate in size, durable, waterproof and blend in with the development. - Adequately ventilated. - Located and designed for convenient access by residents and made easily accessible to people with limited mobility. <p>> Adequate facilities for bin washing. These areas should be adequately ventilated.</p> <p>> Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate.</p> <p>> Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing.</p>	
<p>> Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate.</p> <ul style="list-style-type: none"> • Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and: <ul style="list-style-type: none"> > Be designed to meet the best practice waste and recycling management guidelines for residential development adopted by Sustainability Victoria. > Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements. 	
<p>58.06-4 External walls and materials objective</p> <ul style="list-style-type: none"> • To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area. • To ensure external walls endure and retain their attractiveness. 	<p>Assessment</p> <p>The external walls use materials appropriate to the existing urban context or preferred future development of the area and will be able to endure and retain their attractiveness, subject to conditions on any approval.</p>
<p>Standard D25</p> <ul style="list-style-type: none"> • External walls should be finished with materials that: <ul style="list-style-type: none"> > Do not easily deteriorate or stain. > Weather well over time. > Are resilient to the wear and tear from their intended use. <p>External wall design should facilitate safe and convenient access for maintenance.</p>	<p>Compliance with Standard <input checked="" type="checkbox"/></p> <p>Compliance with Objective <input checked="" type="checkbox"/></p>
<p>58.07 Internal Amenity</p>	
<p>58.07-1 Functional layout objective</p> <ul style="list-style-type: none"> • To ensure dwellings provide functional areas that meet the needs of residents 	<p>Assessment</p>



Standard D26

- Bedrooms should:
 - Meet the minimum internal room dimensions and area specified in Table D11.
 - Provide an area in addition to the minimum internal room dimensions and area to accommodate a wardrobe.
- Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12.

Table D11 Bedroom dimensions

Bedroom type	Minimum width	Minimum depth	Minimum area
Main bedroom	3 metres	3.4 metres	10.2 sqm
All other bedrooms	3 metres	3 metres	9 sqm

Table D12 Living area dimensions

Dwelling type	Minimum width	Minimum area
Studio and 1 bedroom dwelling	3.3 metres	10 sqm
2 or more bedroom dwelling	3.6 metres	12 sqm

All dwellings within the development will be provided with bedrooms and living areas with minimum dimensions outlined in the standard except studio apartments.

- Compliance with Standard
- Compliance with Objective

58.07-2 Room depth objective

- To allow adequate daylight into single aspect habitable rooms

Standard D27

- Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height.
- The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met:
 - > The room combines the living area, dining area and kitchen.
 - > The kitchen is located furthest from the window.
 - > The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen.
- The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.

Assessment

The proposed building includes a 3.1 metre floor to floor height which allows for a minimum 2.7m finished floor to ceiling level. All apartments with single aspect habitable rooms, including combined living, dining and kitchen area, comply with standard as no dwelling exceeds a habitable room depth of 9m.

- Compliance with Standard
- Compliance with Objective

58.07-3 Windows objective

- To allow adequate daylight into new habitable room windows.

Standard D28

- Habitable rooms should have a window in an external wall of the building.
- A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky.
- The secondary area should be:
 - > A minimum width of 1.2 metres.
 - > A maximum depth of 1.5 times the width, measured from the external surface of the window.

Assessment

All habitable rooms are provided with a window in an external wall of the building. No snorkel rooms are proposed.

- Compliance with Standard
- Compliance with Objective



58.07-4 Natural ventilation objectives

- To encourage natural ventilation of dwellings.
- To allow occupants to effectively manage natural ventilation of dwellings.

Standard D29

- The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.
- At least 40 per cent of dwellings should provide effective cross ventilation that has:
 - > A maximum breeze path through the dwelling of 18 metres.
 - > A minimum breeze path through the dwelling of 5 metres.
 - > Ventilation openings with approximately the same area.
- The breeze path is measured between the ventilation openings on different orientations of the dwelling.

Assessment

Cross ventilation requirements are achieved for 47% of the dwellings.

Compliance with Standard

Compliance with Objective